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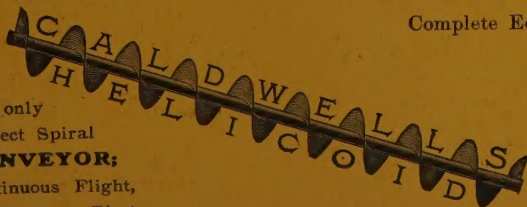
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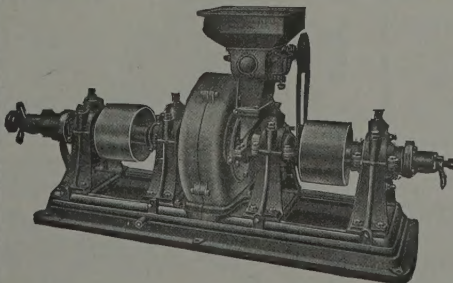
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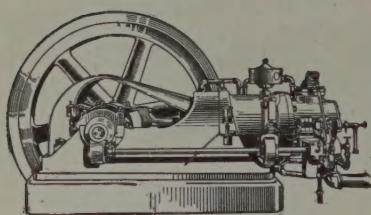
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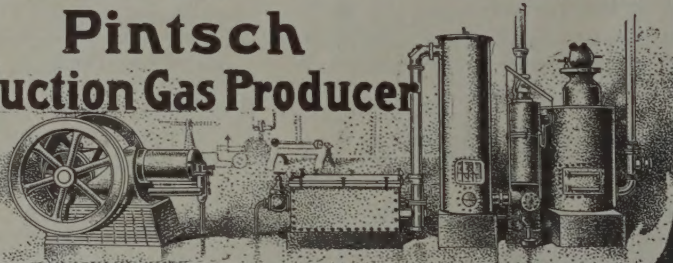
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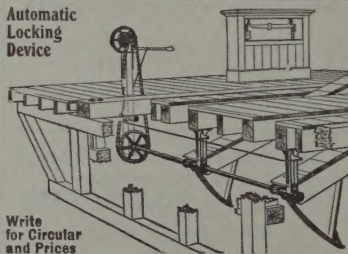
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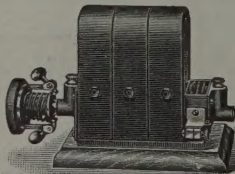
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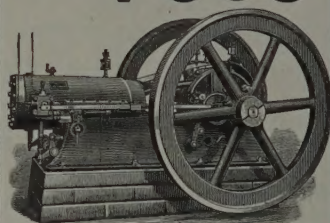
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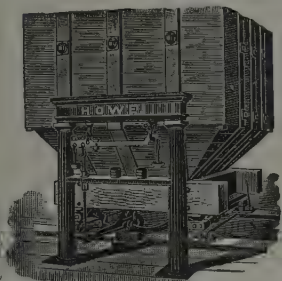
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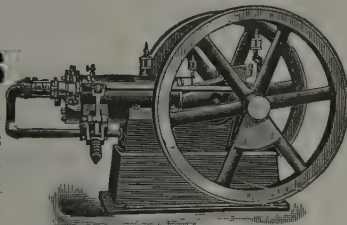


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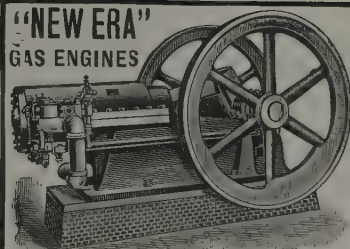
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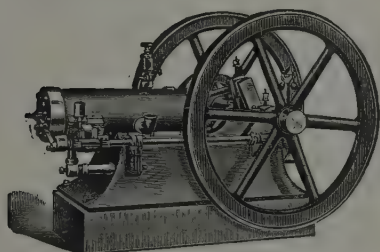


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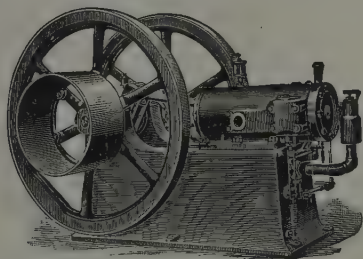
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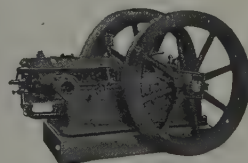
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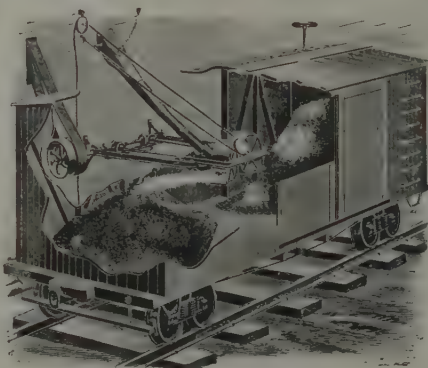


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three Boss Car Loaders you put in for us
are working fine and we are perfectly satis-
fied with them, and only say we are sorry
we did not put them in at our elevators
sooner. Very respectfully,
OSBORNE, DILLEN & SELLARS.

That the loaders are entirely satisfactory is shown by the many letters from cus-
tomers which we are publishing in this space. However, you do not have to take any
one else's word for it, as we are glad to send them on trial and you can have one that
way if you will write us for it.

MAROA MFG. CO., Maroa, Ill.

The Champion Car Loader



Will fill each end of the
car at the same time.

Has a capacity of 6,000
to 9,000 bushels per hour.

A perfect success.

Write the inventor and
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the rotary car loaders, for
full particulars.

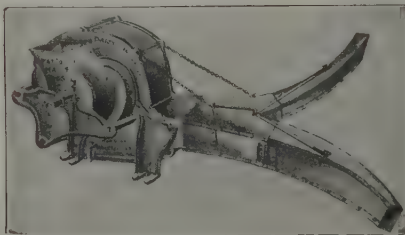
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Successor to
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Daisy Car Loaders Make Satisfied Customers



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Gentlemen:—The car loader arrived
O. K. We got it set up and loaded out
our first car with it Saturday. It works
fine. We have received no bill of it;
please send us one and we will mail you
draft for loader. LUND & HUME.

We find that a pleased customer is the
best advertisement and we are daily re-
ceiving letters reading much the same
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send for a "DAISY" on 30 days' trial.

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Corn and Oat Tables

On Cards

Clark's Tables for wagon loads reduce
any number of pounds of shelled corn, rye,
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pounds to bushels of 56, 70, 72, 75, 80 and 32,
33 and 35 pounds. Printed in two colors, on
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side scale beam for use by weighman.
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Is designed for use by grain buyers who keep
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garding wagon loads received from farmers.
Each book contains 200 pages and each page is
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one or more accounts as desired.

The pages are 8½x13½ inches and ruled with
column headings as follows: Date, Article,
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Debit, Credit and Remarks. The paper used is
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half Russia.

Price \$2.00

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255 La Salle St. CHICAGO, ILL.

COMBINED GRAIN CLEANER and PNEUMATIC CAR LOADER

will clean
and load
your grain
at the same
time, the con-
veying is
done by com-
pressed air,
cannot pos-
sibly crack
or mill it. The grain is subjected to a heavy pressure of air
every minute you are loading.

MATTOON GRAIN CONVEYOR CO. Dalton City, Ill., Sept. 18 1906.
Enclosed please find draft for \$128.25, payment in full on combined
Grain Cleaner and Pneumatic Car Loader. We have given your
machine a thorough trial on both corn and oats, and find it entirely
satisfactory.

It does not crack or mill the grain, and takes out all chaff and
dirt, leaving the grain evenly distributed, and perfectly clean, in the
car. You can enter our order for another machine, which we will in-
struct you later where to ship. Very truly yours, C. A. HIGHT & CO

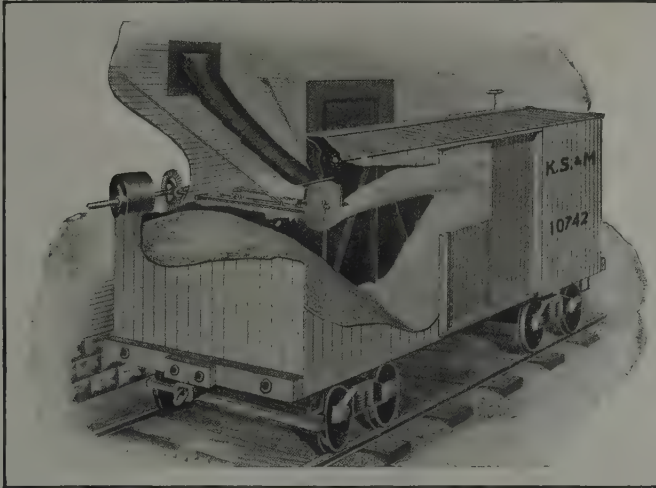
We warrant the machine to do the work to your satisfaction
For Descriptive Circulars and Prices write

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OUR Automatic Rotary Car Loader is the best on the market. The grain is discharged from both ends at the same time diagonally into the center of the car at a point near the roof, loading the car to its utmost capacity. One man quickly and easily places the loader in position. It requires but 3 H. P. to operate. Capacity from 30 to 50 bushels per minute. Can be used at one or more loading places as desired.

Complete machine, including counter-shaft with tight and loose pulley . . . **\$55.00**

Each and Every Machine Fully Guaranteed.

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"The Car Loader works to perfection, am well pleased with same."

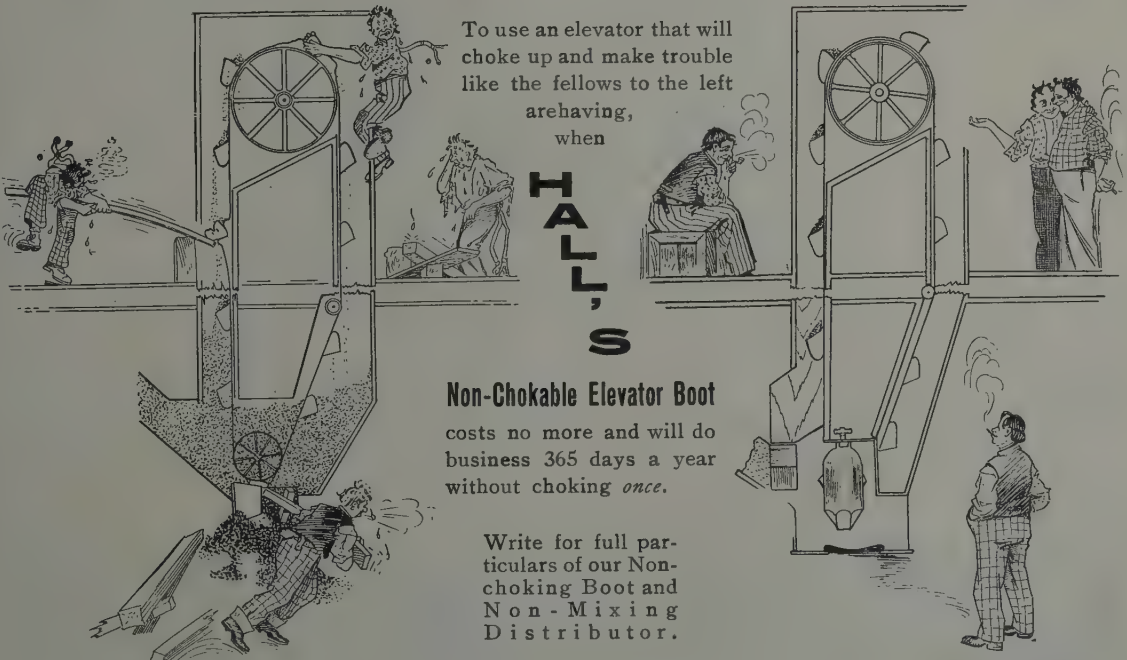
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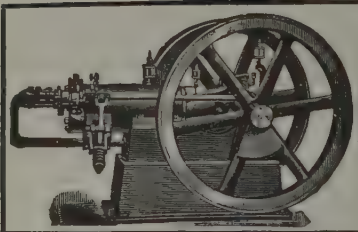
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Wagon Dump and Grain Elevator.

Handles
40 bu. ear corn
80 " oats, or
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in 3 to 5 minutes—
saves all the hard
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The Little Giant Standard Outfit.

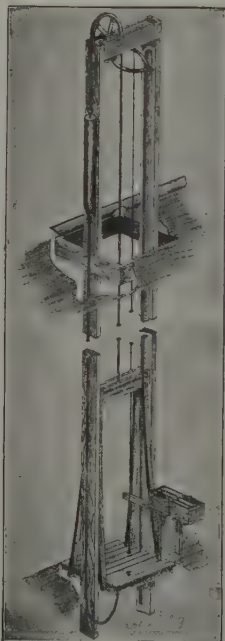
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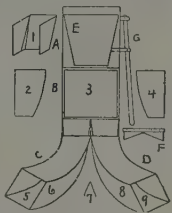
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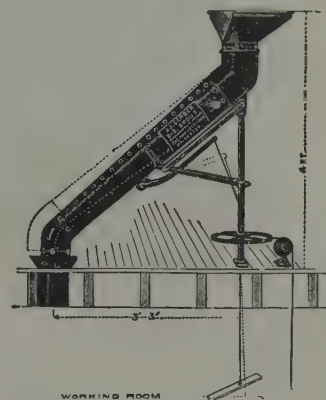
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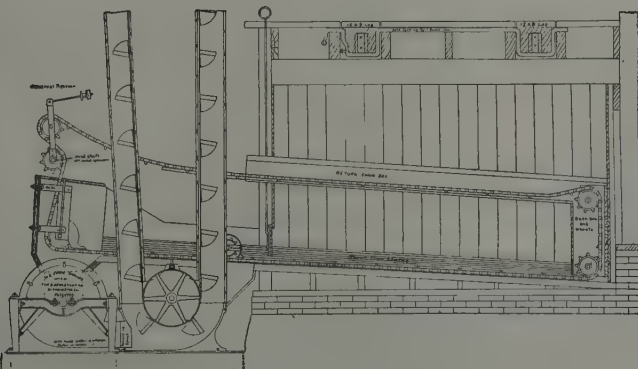
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Self-Locking Rail Dump, Pat. Chain Drag and Feeder from large sink under low drive-way to **V. S. Corn Sheller** and stand of elevators, in front of which is **Kick-off, Fig. 8**, making it possible to elevate ear corn also.

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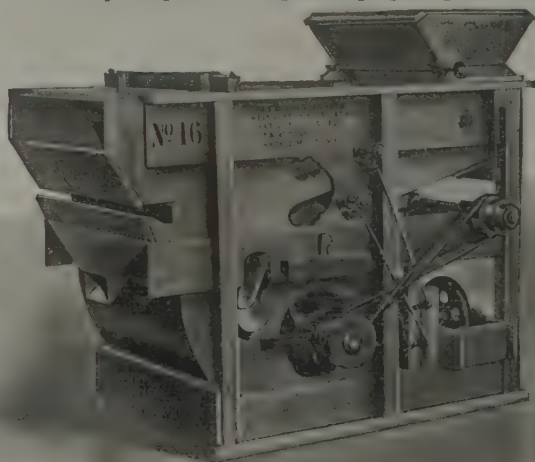
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Complete Stock carried in Kansas City, Missouri, 1221-1223 Union Avenue.

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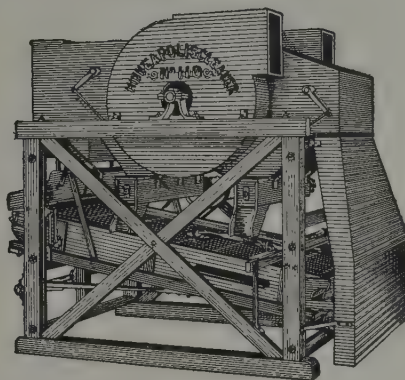
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The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels capacity and up.

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By a unique device in the eccentrics we are enabled to produce two distinct throws and motions; thus we have in this machine a perfect grain cleaner as well as a flax cleaner, and the change can be made in five minutes' time, making it the most practical machine made. Has a large capacity in both grain and flax, yet simple and durable.

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Those who have followed our advice are making more money than those who have not.

A Caldwell-Barr Purifying System — Kept Busy — Is a Gold Mine

We have men out in different parts of the country superintending the construction of systems, and orders booked that are not yet begun.

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TWO COUNTRY ELEVATORS in Southeastern Nebraska for sale; gasoline power, cleaning machinery and hopper scales. Crops fine—no agitation, one station, coal and lumber. At price will earn a minimum of 20%. Address Nebraska Two, Box 7, Grain Dealers Journal, Chicago.

FOR SALE at a bargain. Owing to dissolving of partnership a fine 20,000 bushel elevator located in a good town of 6,000 population in Western Ohio is for sale cheap for cash. It is on the Lake Erie & Western Railroad, close to business center. A good coal and feed business in connection. Address Lock Box 711, St. Marys, Ohio.

ELEVATOR, grain, flour, feed, salt and coal business for sale in Northwestern Ohio. No competition, good grain country; 18,000 bushel capacity; 4 stands of elevators; 25 h. p. gas engine; modern machinery. Wheat cleaner, oat clipper, sheller and cleaner; also good feed mill, good building and loading tracks. Address R. E. Davis, Lima, Ohio.

MY GRAIN, COAL, flour, feed and milling business for sale, also feed and sale barns; on paved streets in town of 5,000 population. On C., R. I. & P. and C., M. & St. P. railways, in Southeastern Iowa. Also 9-room residence for sale. Business will bear investigation. Good reasons for selling. Address A. W., Box 7, Grain Dealers Journal, Chicago, Ill.

GOOD ELEVATOR for sale in Ohio. At the junction of two roads and located in the best corn and oats section of the state; capacity 60,000 bus.; could be used as transfer house. A good money maker for the right party. A good opportunity to conduct a coal and building material business in connection. This property will be sold reasonable. Address Jim, Box 5, Grain Dealers Journal, Chicago.

GROVER HILL AND ROSELMS ELEVATORS for sale on F. Ft. W. & W. R. R. Northwestern Ohio. 400,000 to 450,000 bu. per year. 500 to 600 cars hay and straw. Best corn crop in sight ever raised in Van Wert and Paulding Counties. Handled 180,000 bu. small grain in August and September this year. A rare bargain. Going out of business. Expect to sell quick. J. W. McMillen & Son, Grover Hill, Ohio.

ELEVATORS FOR SALE.

FOR SALE—One of the best elevator properties in central Ohio. Will handle 300,000 bu. of grain this year. Lumber and coal yard in connection. This property can be bought right if sold before Nov. 1st. If you are interested in a bargain, address Box 426, Marion, Ohio.

BUY OUR 2 ELEVATOR BARGAIN, on B&O—SW, Western, Ind. Ships 300,000 corn, 80,000 wheat; all in good order, cribbed, loaders, feed mill, gasoline power, large good machinery, private grounds and switch, best rates to best markets; price \$16,000. Just what a good man wants. John A. Rice, Frankfort, Ind.

OHIO ELEVATOR bargain. Desiring to quit the grain business will offer my 40,000 bu. elevator, residence, hay barn and coal sheds for sale for the next 30 days. Elevator is up-to-date. Will handle 100 to 125,000 per year. 2,000 tons coal, 125 cars hay. No opposition. Good flour and feed trade. Plant will pay for itself in two years. Will sell elevator separate. This is a bargain and will not last long. Town 1,000 and up-to-date. Address Rand, Box 6, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

IF YOU want to sell your elevators, and they are worth the money asked, list them with James M. Maguire, Campus, Ill.

ADDRESS WANTED of C. A. Malden, formerly located at Galva, Iowa. Address Galva, Box 6, Grain Dealers Journal, Chicago, Ill.

ALL PARTICULARS first letter, and picture of house when you can. If you want a good horse cheap, go to the market, the same applies in elevators.—**WE SELL 'EM.** John A. Rice, elevator and mills broker, Frankfort, Ind.

FARMS FOR ELEVATOR OR LUMBER YARD.

A 480 acre farm, 4 miles from market having 6 elevators. Good level, black land with large barn, granary, wind pump and small house. All under cultivation, except 40 acres to be broken next spring for flax. School house on the farm. Rural mail delivery by the door and telephone. Only 150 miles out of Minneapolis. Price \$55.00 per acre. Can carry \$8,000. Will consider good elevator or lumber yard. We have investigated this land and have photographs and sample of soil. It is worth the price asked on a cash deal.

A 414 acre Minnesota farm, 3 miles from market having 2 good elevators. Good barn, house, wind pump, etc. All under cultivation save 20 acres in pasture. Good level land, black soil. Rented for one year, half crop. We know this farm personally and have photographs. Owner will consider good elevator or lumber yard. A bargain. Price \$55.00 per acre. Would carry \$7,500.

A 640 acre farm, 1 mile from market having 6 elevators. Level land, black soil. Part under cultivation, balance meadow land. Its location makes it very valuable. Price \$55.00 per acre. Can carry half if desired. Owner would consider good elevator or lumber yard. C. A. BURKS & CO., Decatur, Ill.

ELEVATORS WANTED.

WANTED to lease an elevator and coal yard doing a good business. Address Hoosier, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED: For cash or in exchange for good improved farm. Address Pendence, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED: in western Iowa, southeast Dakota and Nebraska. Give particulars regarding competition and station receipts and kind of elevators. Address T, Box 10, Grain Dealers Journal, Chicago, Ill.

ONE or two elevators and coal business in Northern Iowa or Southern Minn. wanted. Give size and kind of elevators, competition, grain handled a year, lowest cash price and size of town. B. F. Muldown, St. Ansgar, Ia.

WILL LEASE one or more elevators with purchasing privilege during lease. Cash rent monthly; keep up repairs. Good stations only. Will remodel or rebuild. Best of reference. Address Grain Dealers, 403 N. Jef. Ave., Peoria, Ill.

MISCELLANEOUS.

WANTED: The present address of F. H. Clark, formerly superintendent of Geo. M. Moulton & Co., Witherspoon-Englar Co., Monadnock Block, Chicago, Ill.

ADDRESS WANTED of W. H. Minor, formerly senior partner of Minor, Powell & Co., St. Louis, Mo. Address C. Daniels, Box 6, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jennings's New England Telegraph cipher. Must be in good condition. Address Jennings, Box 6, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

A WATER power roller flour mill for sale. For particulars address Lock Box 3, Caroline, Wis.

FLOUR MILL and line of elevators for sale in best wheat country in Southwest. A money-maker and a bargain if taken at once. Address So., Box 6, Grain Dealers Journal, Chicago, Ill.

75-BARREL steam flour mill for sale in Red River Valley, N. D.; the very best location in the state. Mill now running. \$3,000 cash required. Address 3503 Columbus Ave., Minneapolis, Minn.

50-BARREL FLOUR, feed and buckwheat mill for sale, located in Northeastern Ohio; recently remodeled and Oscillator system installed. Good feed, coal and fertilizer business goes with the mill. Hulbert & Crane, North Bristol, Ohio.

FEED MILL BARGAIN: A fine new feed and corn meal mill, Allis-Chalmers machinery, 20 horse power gasoline engine, fine business. Located in good northeastern Iowa town. For sale on account of ill health of owner at only \$2,000. Favorable terms. Iowa Mill & Elevator Brokers, Independence, Ia.

MILL AND ELEVATOR for sale, located in the best grain section in Ohio; town of 1,000 inhabitants. Good schools and churches. 50 barrel Case Mill. 50,000 bu. elevator capacity. This is the best plant and located the best of any in the state of Ohio. Will pay for itself in a few years. Address Mill & Elevator, Box 6, Grain Dealers Journal, Chicago.

MISCELLANEOUS.

ARMSBY CIPHER CODE WANTED—Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as manager and buyer for good elevator located in good town with schools. Good references and experience. W. Chowning, Lathrop, Mo.

SITUATION WANTED as bookkeeper or manager of grain business. Five years experience as manager for firm now handling with grain, coal, lumber and implements. Best of reference. Give me a trial. Sober. Address Oll, Box 7, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

MILLWRIGHT wanted, who is capable of drawing plans and making blue prints for warehouses and elevators. The Philip Smith Co., Sidney, O.

A MARRIED MAN wanted to work in elevator, capable of running steam plant. State experience. W. F. Starz & Co., Fowler, Ind.

GRAIN MAN of good address and education wanted to write on trade subjects and solicit business. State age and experience. Address Taverler, Box 7, Grain Dealers Journal, Chicago, Ill.

Wagon Loads Received FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½ x 12 inches, contains 160 pages giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents, and Remarks. The book is printed on Record Line Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

GRAIN DEALERS COMPANY
255 La Salle Street, CHICAGO, ILL.

Dry Your Wheat

The New "Ideal" Hess Grain Drier can be set up in a few hours time and put to work saving your damp and damaged grain. Smutty wheat is easily cleaned after drying and the Ideal drier will dry a car or two daily.

We have a few machines on hand ready for shipment and can promise quick delivery.

PRICE \$500.00 F. O. B. CHICAGO

Send for particulars.

Hess Warming & Ventilating Co.

907 Tacoma Building

CHICAGO

Record of Cars Shipped FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½ x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

GRAIN DEALERS COMPANY
255 La Salle St., CHICAGO, ILL.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

OLDS gasoline engine for sale. Address C. A. Mungerson, R. F. D. No. 2, Grand Rapids, Mich.

FOR SALE—One 10 h. p. Atlas engine in A No. 1 condition. Address Paul O. Moratz, Bloomington, Ill.

1 50 h. p. and several smaller gasoline engines in fine shape at bargains. J. R. Detweiler, 370 Dearborn st., Chicago, Ill.

A 38-HORSE POWER Otto gasoline engine for sale. Latest model. For particulars address The Corno Mills Co., East St. Louis, Ill.

OLDS GASOLINE engine and Whitman press for sale; entire outfit. Address C. A. Mungerson, R. F. D. No. 2, Grand Rapids, Mich.

FOR SALE Gasoline Engine, 20 horsepower, second-hand, only run five months, taken out, insufficient power. Hugh Mathews Machine Co., Kansas City, Mo.

GAS ENGINE for sale, 75 H. P. double cylinder. As good as new. New cylinders, new valves and all wearing parts made new. Price cheap, inquire of the Jay Grain Co., St. Marys, Ohio.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

THE GARDNER one horsepower gasoline engine makes an ideal power for all light purposes. It is very simple and economical in operation and the price is very low. Write for circular. John W. Gardner, 1035 Goodfellow Ave., St. Louis, Mo.

IT PAYS to buy a good engine; assume no risks. We can furnish you new improved Witte engines at figures that suit. Write us for catalogue. Address Witte Iron Works Company, 520 West 5th Street, Kansas City, Mo.

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY

255 LA SALLE ST.

CHICAGO, ILL.

MISCELLANEOUS FOR SALE.**GRAIN TESTERS.**

Two quart testers, one quart testers, one pint testers, the best are cheapest, we have the best, write us for prices. A. S. Garman & Sons, Akron, O.

FOR SALE, 1 No. 2½ Western roller cleaner; 1 No. 2½ Western sheller; 170 feet of elevator belt 5 ply, with 7x12 in. buckets attached. Apply to Moberley & Co., Windsor, Ill.

FOR SALE—1 flax seed tester, 1 No. 1 Giant flax mill, 1 8,000 lb. Fairbanks hopper scale and hopper, 1 No. 00 end shaker and dustless grain separator, 1 20-h.p. steam engine. Address F. H. Hoerman, Washington, Kans.

FOR SALE.

1 65-h.p. Atlas automatic steam engine. 1 80-h.p. boiler.

1 Dean hot water pump.

1 water heater with all connections.

The above machinery is in good condition and can be seen running. Will sell cheap. J. M. Hornung, Greensburg, Ind.

FOR SALE CHEAP.

1 Barnard & Leas Receiving Separator, capacity 200 bushels per hour.

1 No. 5 Eureka Separator.

1 No. 5 Eureka Oat Clipper.

1 Marseilles, new process dustless warehouse Corn Sheller and Cleaner, capacity 500 bushels per hour.

2 Boss car loaders.

All in good condition.

Worn but little.

Crabbs Reynolds Taylor Company, Crawfordsville, Ind.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

1 30,000 lbs. F. & M. hopper scale, new; also McLeod automatic, new—at bargains. Quick delivery. J. R. Detweiler, 370 Dearborn St., Chicago, Ill.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U, Chicago, Ill.

STANDARD SCALES OF RECOGNIZED MERIT.

We meet every requirement of the best of the GRAIN TRADE. We are not controlled by, or in any way connected with, the "MONSTER" SCALE TRUST.

Des Moines Scale & Mfg. Co., Des Moines, Iowa.

MISCELLANEOUS WANTED.

WANTED SECOND-HAND in good condition, oat clipper, meal bolt, 3 pair roller mill. For sale to H. P. Portable engine, 70 ft. 12 inch screw conveyors, iron and wood pulleys. Weathers Grain Co., Greenville, Texas.

MACHINES FOR SALE.

BOSS car loaders for sale. New, cheap. Address Elevator, Yuton, Ill., for prices.

HOWE'S OAT CLIPPER No. 37. Good as new, for sale. The Ady & Crowe Merc. Co., Denver, Colo.

VICTOR corn sheller number one, in running order, used four years. Low price. Bryant & Sons, Greene, Iowa.

MILL MACHINERY for sale: We have converted a flour mill property into an ice plant and therefore have for sale a large amount of mill machinery at a bargain. Send for list. The Mt. Vernon Refrigerating Co., Mt. Vernon, Ohio.

ENGINES AND BOILERS.

FOR SALE CHEAP, 20 horse power engine and boiler, good as new. Address E. D. Bower, Paton, Iowa.

ENGINES FOR SALE, 40 H. P. Atlas, with boiler and trimmings. 4 20 H. P. Gasoline, good as new. Several 20 H. P. Center cranks. Great bargains for cash. G. W. Alcock, Chanute, Kans.

1-35 h. p. Atlas engine.

1-12' by 48" Atlas boiler, 48-3" flues, half arch front.

1-3x23 Snow duplex pump.

1-36" 6 groove sheave pulley, ¾" rope, 2 15/16" bore.

All in good shape.

Remington Grain Co., Remington, Ind.

ENGINE of St. Louis Iron & Machine Co.'s make for sale; right-hand girder frame; corliss 18x42 cylinder; 15 foot hand wheel; 25 inch face, 6½ bore, also shaft for same, 11 ft. 9 in. to face of coupling. Flange coupling 18 ins. diameter; also 100 feet 23 inch belt. All been in use about three years and in first class condition. Inspection invited. Also an Atlas boiler 16x72, with 78 four inch flues. Address Bernet, Craft & Kauffman Milling Co., St. Louis, Mo.

FOR SALE—30 h. p. boiler and 20 h. p. eng. \$175; 4 h. p. Eng. nearly new \$40; 3 h. p. \$35; 8 h. p. \$45; 6 h. p. \$20; 15 h. p. \$60; 35 to 42 h. p. Automatic Atlas Engine, \$200; 50 h. p. \$250; 12 h. p. boiler \$25; 3 h. p. gasoline engine nearly new \$75; new 6 h. p. \$225; 8 h. p. \$300; 10 h. p. \$375; 12 h. p. \$425; other sizes in proportion. Engine lathes \$100 up. Machinery bought and sold. Write for prices on belting, etc. Bicknell Mfg. & Supply Co., Janesville, Wisc.

COAL SALES BOOK

FORM 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping, and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the Journal from which the postings is done.

It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds. Price Per Ton, Amount.

This book is 8¼x14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

FOR SALE BY

Grain Dealers Company,

255 La Salle St.

CHICAGO, ILL.

SEEDS FOR SALE.

SEED winter wheat and rye for sale. Send for price list and samples. J. B. Armstrong & Sons, Shenandoah, Ia.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

CANADA PEAS, garden peas, marrowfat peas, garden beans, pigeon feed. Car loads and less. Let us know your requirements. Ogemaw Grain & Seed Co., West Branch, Mich.

SEEDS. We buy and sell CLOVER, TIMOTHY, RED TOP, MILLETS, POP CORN, KAFFIR CORN, CHICK-EN FEED, GRAIN, Etc. WRITE US. DO IT NOW. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO.

GRAIN FOR SALE.

MIXED CARS a specialty—flour, feed, rye, oats & corn. Send along your orders. Goshen Milling Co., Goshen, Ind.

KAFFIRCORN AND chicken feed wheat for sale. Get our prices. Address The A. R. Clark Grain Co., Wichita, Kans.

TWO CARS of spring rye for sale. This rye was grown on contract and is guaranteed the genuine article. Will Curtis, Reed City, Mich.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Box of; Price per Cwt; Price per Bu.; Driver on; Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that when the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out, 800 tickets in each book, Price \$1.25.

Grain Dealers Company,
255 La Salle Street, Chicago, Ill.

Grain Tables for Wagon Loads

Clark's Grain Tables for Wagon Loads are used more extensively by country grain buyers than all other tables combined for finding the number of bushels in any wagon load. It contains nine tables for this purpose and four dockage tables, all printed from heavy faced type, in two colors. Each table gives reductions from 100 to 4,000 lbs., is complete on one page, and is so arranged as to provide an effectual safeguard against errors by inexperienced persons.

The tables show the following reductions: (1) OATS at 32 lbs.; (2) OATS at 33 lbs.; (3) A table reducing oats to bushels of 30 lbs. will be substituted for the 32 lb. table if desired. (4) BARLEY, HUNGARIAN GRASS SEED and CORN MEAL at 48 lbs.; (5) SHEELED CORN, RYE and FLAXSEED at 56 lbs.; (6) WHEAT, CLOVER SEED, BEANS, PEAS, and POTATERS at 60 lbs.; (7) EAR CORN at 70 lbs.; (8) EAR CORN at 75 lbs.; (9) EAR CORN at 80 lbs.; (10) TIMOTHY SEED at 45 lbs.

The four dockage tables show the dockage on 60 pound Wheat at 1, 2, 3 and 5 pounds dockage. The tables are bound in strong Manila covers. Price, 50 cents. Address

GRAIN DEALERS COMPANY,
255 La Salle Street, Chicago.

GRAIN WANTED.

OFF GRADE oats wanted by local firm, which will pay top of the market. Harry W. Kress, 3483 Colerain Ave., Cincinnati, Ohio.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

WANTED—Shippers of grain and hay to quote us. Consignments and correspondence solicited. Doss-Hawkins Grain Co., Nashville, Tenn.

WE ARE in the market for buckwheat in car lots or less. If you have any to offer quote price delivered. J. F. Easley Milling Co., Plainwell, Mich.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

CHAMPION BEARDLESS BARLEY WANTED.

Car Lots or Less. Must be Guaranteed Pure.

L. H. Bruns, Box A, Mechanicsburg, O.

CLOVER

We want your Medium, Mammoth and Alsike Clover—also Buckwheat and other Field Seeds. Send samples. State amount and price. We will wire acceptance.

N. H. ADAMS & SON, Decorah, Iowa

POPCORN WANTED.

POP CORN WANTED. Correspond with us. Bradshaw Co., 72 Park Place, New York, N. Y.

2nd HAND BAGS WANTED.

WILL buy any kind, any quantity, anywhere. I pay frt. Write for prices. Geo. T. King, Richmond, Va.

BAGS FOR SALE.

BURLAP BAGS — ANY SIZE—MADE TO ORDER. SECOND HAND BAGS A SPECIALTY. William Ross & Co., 59 So. Water St., Chicago.

HAY WANTED.

NO. 1 TIMOTHY and clover mixed hay wanted. Address W. J. Armstrong Co., Milwaukee, Wisc.

HAY AND STRAW WANTED. Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

WANT A JOB?

READ THIS:

You may drop ad in your paper as I have several inquiries unanswered, and have propositions up with several others for consideration. Have been able to place my application for future positions with good firms thru the ad in your valued paper.—D. A. LAWSON.



The Point Is This

You want good bags to put your flour in. There is only one best bag—can only be one. That's the "Milwaukee."

Write a postal and we'll tell you why.

MILWAUKEE BAG CO., Milwaukee, Wis.



GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

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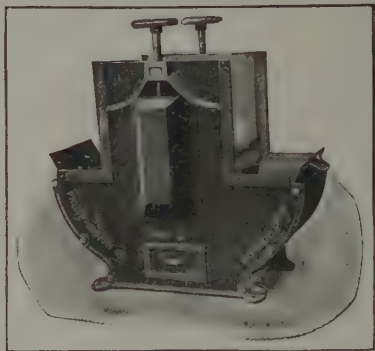
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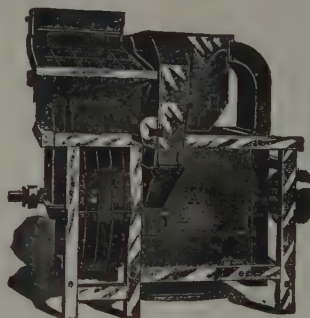


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OF ALL KIND

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THE PHILIP SMITH CO.
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INVINCIBLE OAT CLIPPER



This is the way it
earns money
for you.

1. Less power used.
2. Capacity greatest for power and space used.
3. Life of Machine longer.
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It excels all on these points.

This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

Invincible Grain Cleaner Co.
Silver Creek, N. Y.

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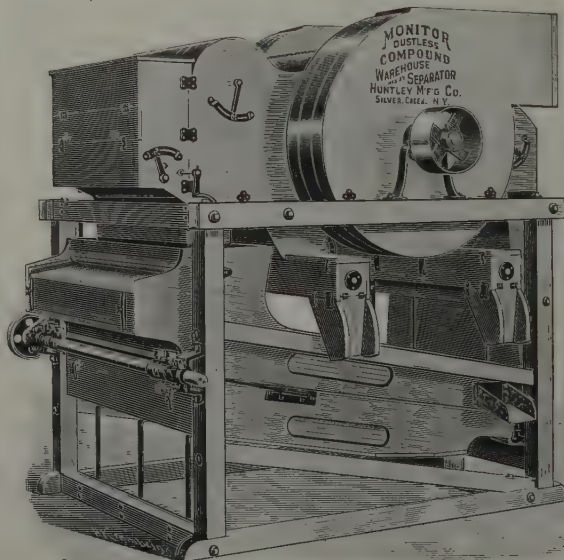
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TRIUMPHANT THROUGH TESTS

We feel that we have a perfect right to be proud of the magnificent record that this machine has made. It has been subjected to every test that could possibly be given it—competition, hard usage, etc., and it has come triumphantly to the fore-front of machines of its kind.



Monitor Dustless Compound Shake Warehouse Separator.

The Monitor DUSTLESS Compound Shake Warehouse Separator

Owes its perfect success to perfection of construction and perfection of operation—no other word will adequately describe it.

Provided with the same air and screen separations, that are a distinguishing and patented part of our regular Warehouse Separator, it is additionally constructed to eliminate entirely all possible jarring and shaking. This is accomplished in the making of the shoe, which is perfectly counterbalanced in every way.

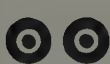
We want you to get acquainted with this machine

Send for our catalog which gives complete details regarding construction and operation. Made of wood or steel, just as you desire, and in eleven different sizes and capacities. A card will bring you all information. **Write to-day.**

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302 Traders Building, Chicago, Ill., F. M. Smith, Agent.
316-318 4th Avenue, So. Minneapolis, Minn., A. F. Shuler, Agent.
121 Front Street, New York, N. Y., J. W. Perrine, Agent.
Mississippi and 17th Sts., San Francisco, Cal.,
Berger-Carter Co., Pacific Coast Agents.
10 Board of Trade, Kansas City, Mo.,
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JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY

GRAIN DEALERS JOURNAL

Published on the
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CHARLES S. CLARK,
Manager.

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The Advertising

value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL., OCTOBER 10, 1906.

WHEN competitors fight their do invariably is divided among farmers who have grain to sell.

POST on a large blackboard the prices you can afford to pay each day and then stick rigidly to your scale.

NOW IS the proper time to go over your sheller and cleaner and place them in prime working condition. Tighten belts and screws.

THE excellent demand for feed affords the country eltr. man who has a feed mill an opportunity to dispose of his off grade stuff at a premium.

CORN is not yet cured, but some dealers are foolishly contracting for early deliveries, utterly oblivious of the heavy losses suffered last year.

COUNTRY shippers never kick half so hard because a premium is granted them for the "or better" grade as they do when docked heavily for off grades.

KEEP an average sample of each shipment tightly corked in a glass bottle, so if a difference arises over grade you will have a more definite idea of what you are talking about.

IF YOU must build a high drive, you can overcome a great many of its inconveniences by covering it. The rain and sleet will be kept off of it, and horses will be safe from falling.

CHANGING prices during the day is always sure to breed dissatisfaction among farmers who compare prices received.

IS THERE any justice in a lower rate of freight being granted on grain which is to be exported than on that to the same port for local distribution or consumption?

NOW is the time to form the habit of draining water from water jacket of gasoline engine each night to prevent freezing and cracking when Jack Frost makes his nightly visits.

A LEAKY car roof will not protect shippers grain from rain. Judging from the many arrivals of grain laden cars having leaky roofs in terminal markets, country shippers do not believe this.

WHEN grain is graded as rigidly at time of purchase as it will be when you ship it, there is some chance of your selling it at a profit. Study the inspection rules and the work of the inspectors in your markets.

WHERE will the next annual meeting of the Grain Dealers National Ass'n be held? The largest meeting of the grain trade ever held was placed a year in advance and the time and place persistently advertised thruout the year.

PORTABLE corn cribs, ventilated corn cribs, in fact any old corn crib, will be very much in demand this year. Prevailing prices will insure an early movement, so you better get ready for it, as cars are not likely to become plentiful.

IT MAY be hard to resist the temptation to contract new corn, but if it fails to grade or cars are not obtainable, it will be very difficult to escape a heavy loss. Ohio dealers will meet at Columbus next Friday, decide it will not be safe to handle new corn until Nov. 1st and then go home and contract every bu. offered.

A CONCRETE foundation under your new elevator or for that matter under an old elevator will prove the cheapest and the most satisfactory in the long run. A fire usually destroys a stone or brick foundation, but concrete is more nearly fire proof than any other building material known and a foundation of that material will not be greatly damaged if fire should destroy your elevator. Its fire retardant qualities were fully demonstrated during recent conflagrations.

SPECIAL AGENTS of the Interstate Commerce Commission have been traveling about the grain surplus states in hope of obtaining information regarding the handling of grain which will facilitate the investigation to be made by the Commission at the hearing in Chicago, on Oct. 15th, as provided by the LaFollette Resolution. If railway officials have any interests in the elevator companies or grant any favors which serve as a discrimination the entire trade will be glad to have them shown up.

IF RUBBER is ever made from cereals as an English inventor claims to be able to do what a marvellous increase will occur in the demand for corn. Some terminal market inspectors have often charged new corn with turning into rubber of its own accord, but heretofore it has not been known to produce the rubber which tires are made of, else all country shippers wud have been riding in autos long ago.

THE USE of a cheap makeshift for a distributing spout invariably costs the elevator operator several times as much as the best non-mixing device obtainable. It costs much more to displace the worthless with the valuable distributor after it has mixed a lot of grain than when building elevator, which is the time to install the best labor, power and grain saving devices.

THE time and place of the Uniform Grade Congress has not yet been decided upon, but as soon as delegates are appointed from the different grain exchanges and inspection depts. the National Ass'n will call them together. Unless something is done soon to give the trade uniform inspection rules which have a definite and clear meaning federal interference will be brot nearer to a sad reality.

THIRTY days' public notice of any change in freight rates will give shippers time to protect their business interests and often prevent their entire margin of profit in a purchase being swept away by an unexpected rise in rates. The time notice required by the new Interstate Commerce law is none too short, and grain shippers who know so well the value of steady rates to their business shud vigilantly guard it, as a powerful influence is being brot in behalf of a change to five days' notice.

THE MOST determined kicker against the receiver who supplies market information to scoopers is often the dealer who throws card bids and market reports along the walk from the postoffice to his elevator and then leaves all his mail open to the inspection of every caller. The fact that the bids are sent on postal cards shud make no difference as to their treatment. The information is intended for the dealer to whom the card is addressed, and his own interests dictate that he treat it as strictly confidential.

GRAIN BUYERS who have not nerve enuf to refuse to advance money to strangers on grain they promise to deliver later must expect to buy a gold brick occasionally. A few hobos have profited by working this game on the dealers, but the grain buyers have suffered more and greater losses by the refusal of tenants and other moral cowards to deliver the grain as they voluntarily contracted to do. The "advancing" custom is so very expensive no buyer, who is in business for a profit, can afford to encourage it.

THE badly stained oats of the last crop give the elevator man with a good purifier a chance to reap a handsome profit.

DON'T LOAD to the roof the few cars you get, else your loss may be much greater than if you kept it in your elevator.

COMPLAINTS of scarcity of cars coming from all sections of the country strengthens the conviction that the trouble has only begun. The worst is yet to come. Look out.

TIPS for cars were quickly stopped in Indiana, but elsewhere the grain dealers seem to be easy and the railroad commissions asleep. To pay a tip is to whet the desire for more. DON'T.

NO DOUBT this year's corn crop will exceed many others, but none of it will be sold at so low a price as to compete with coal for fuel, as in the past. King Corn is on the throne to stay.

FEED BARLEY is sharing in the advance due to the rush to put in winter supply of feedstuffs. The scarcity of cars is also causing many eastern dealers to buy long in advance of their actual needs.

THE TIME is at hand when the defective flue and the wooden spittoon will work overtime to merit the attention of insurance inspectors and elevator owners who prefer not to be forced out of business.

CO-OPERATIVE elevator companies which refuse to buy grain except from stockholders are very likely to have lease of site on right of way cancelled because the railroad will not permit ground obtained by condemnation to be used solely for private purposes.

WE HAVE heard of muskrats and pigeons being found in elevator cupolas, but a Hartley (Ia.) correspondent tells of a find in his distributing spout that beats them all. Five ducks—all the widow had. Up to present writing he has not been arrested for murdering a duck.

TO-DAY is seed corn harvest day in Iowa and the Iowa State Agricultural Industrial League of which Geo. A. Wells is Secretary has covered the state with posters containing pointers on the gathering and storing of seed corn. An excellent work, which shud bring benefits to all.

THE DETAILS of the substitution of No. 4 for No. 2 wheat in ten cars at Kansas City are recited in full by the Chief Grain Inspector in "Letters from Dealers" this number. The crime is one which shud forever bar the perpetrator from engaging in the grain business anywhere. Surely no live dealer who is acquainted with the facts in the case wud care to have any business dealings with the offender, and shud he do so it wud be at his self-sought peril.

TYPE samples of barley are being distributed among members of the Wisconsin Grain Dealers Ass'n in hope of helping country buyers to keep posted on terminal market prices. Anything done to instruct country buyers in grading their purchases correctly will help the entire trade.

WATCH your grain in store as well as when you receive it, lest weevil become so numerous as to eat it, or it becomes so hot as to ferment. More damage has been done by weevil in the Southwest this season than for several years past, so look out or you will pay dearly for lack of vigilance.

ANOTHER boy was smothered in a grain bin the last Saturday of September in a grain elevator at Richfield, Wis., and a suit for damages is threatened by the boy's parents, who evidently overlook the fact that he was a trespasser. Keep boys out and thereby avoid unnecessary expense and worry.

ONCE again North Dakota bankers have plunged their oar into the murky waters of the Superior grain inspection controversy and proved to the grain trade that they are out of their element. Let the bankers be specific in their complaints or keep still. Cailing thief every time an inspector does not agree with you will not work the remedy needed.

HOW MANY grain officers have test weights for their scales? Few, very, very few. Yet what would the country dealer say if he thought the scales at terminal markets were not frequently tested? He would say a whole lot that isn't fit to print. A set of test weights ought to be a part of the equipment of every country grain office, because they are a necessity. Not one or two 50 pound weights, but a full set of them. They are a protection to both the farmer and the elevator man. They furnish convincing evidence of the owner's careful business methods and shut off all argument regarding the correctness of the scales.

JIMMY BUTLER, whose selfish schemes have wrecked so many cooperative enterprises in Kansas, is out again after suckers. His latest effort to interest farmers is a call for a Farmers Cooperative Business Congress to meet in Topeka Oct. 22 to 27 or long enuf to consider carefully and act upon uniform legislation upon co-operative corporation laws, to draft and recommend plans and by-laws for cooperative exchanges, clearing houses, warehouses, cotton gins, commission houses, creameries, insurance, terminal markets, flour mills, factories, local and terminal elevators and packing houses. If the congress ever adjourns it will be ages before an infinitesimal part of the work outlined is completed or even considered in detail. This wily promoter seems to be just as impracticable as ever.

ELEVATOR OPERATORS in Central markets may complain that millers are going around them to country shippers in search of virgin wheat. Complaining will do them no good. The true remedy rests in the hands of the elevator men, who have experienced difficulty in refraining from mixing so much inferior wheat in every shipment as to deal despair to the miller who has a trade to maintain. Country elevator men are not in a position to reduce the quality of the grain to the bottom line, and the millers know this, hence they are going to the country elevator operator for wheat.

SHIPPERS recognize the rank unfairness of the central markets which require them to guarantee the grade of their grain until it arrives at the elevator for unloading; but they seem to fail to recognize the dangers of its becoming an established rule. In most markets the grade given shipments day of arrival governs. Shippers should not stand for any deterioration which occurs in their grain between the day of arrival and day of unloading. Markets which tolerate such unfairness without vigorous protests from the organized shippers are encouraged to load other burdens upon the shippers.

SHIPPERS to or buyers in central markets who accept private grain inspection certificates must expect occasionally to receive grain which is far below the grade specified and wanted. It seems that private inspection at Buffalo and Cleveland has been making trouble for patrons, who are not discriminating enough to distinguish between the official and the unofficial. The Buffalo Grain Exchange has taken steps to check this abuse, but of course if Eastern buyers continue their carelers methods they will be imposed upon. Always demand official certificates of inspection as well as official certificates of weights. You pay for them and are entitled to receive them.

CONCERTED action on any subject by the grain exchanges of the country is very unusual, but a movement is on foot to bring about the adoption by all of uniform rules governing the charging of interest on advances made against consignments. If all will adopt uniform rules governing business transactions fewer misunderstandings will occur and all rules will be more easily enforced. The commission merchant, who represents the country shipper, should not be expected to advance his own money to his principal and when he does so is clearly entitled to interest on his advance. The track buyer is acting for himself and any money he advances on his purchases is purely purchase money. If all the exchanges take the same action on any trade matter, that action is quite sure to be fair to all interests because of so many being interested.

OHIO grain dealers of Darke and Preble counties met at Greenville yesterday and agreed hereafter to buy ear corn by the hundred weight and not to receive any new corn before November 10th. They also started a new campaign against the lending of bags. The central is slowly but surely gaining ground. Grain is received and shipped by the hundred weight, why not buy it by the hundred?

SOME SHIPPERS maintain that railroad companies should always give a clean B/L for all grain placed in car, and if unwilling to accept the dealers' weights then railroad companies should require station agent to do the weighing or supervise it, even if it finds it necessary to employ an assistant station agent. If weighing at both ends were done by railroad companies' agents it would always know whether or not shipper's claim for loss in transit was good, and what is more the company would have no excuse for denying the correctness of weights or its own liability for losses in transit.

SHORT WEIGHTS are receiving much attention from members of the Coal Trade who are making a strenuous effort to rid their trade of sharpers who have been indulging in short weights. It is gratifying indeed to know that altho unprincipled competitors occasionally charge their fellow dealers with giving farmers short weights the proof of such action is of such rare occurrence as to leave the minds of most farmers free from suspicion of the grain dealers stealing in this manner. One of Chicago's self-constituted friends of the farmers has spent thousands of dollars covering the country districts with posters charging the grain dealers with giving short weights, but all in vain. His money is wasted, as the farmers still believe in the honesty of the country grain dealers because they are making an earnest effort to keep their scales in condition to weigh correctly.

THE ATTORNEY GENERAL of Texas is also burning red fire in the hope of convincing voters that he is vigilantly guarding their interests and has given it out that he is about to begin an investigation of the Grain Dealers' Trust. The grain trade of the Lone Star State has always been as far from Trust or Combine methods as it were possible for the dealers to make it. The State Association, which is the only organization of grain men in the State, has from the time of its inauguration, eight years ago, devoted its entire attention to the settlement of trade disputes and the establishment of better and more economical methods of conducting the trade, which has benefited both producer and consumer. It may be that the Attorney General knows this, as his has been the first talk of the Grain Trust in Texas.

CLAIMS BUROS have been established by several of the grain dealers ass'ns in hope of helping the shippers to collect various amounts due them. The shippers continue to complain but few are willing to go to the trouble necessary to verify their case and turn it over to the ass'n. This very lethargy and their eagerness to present their claim without properly preparing it is the cause of so many of them being turned down. A well presented claim, if it has any merit whatever, is half won. The ass'n buro will prepare your case properly and present it if you will supply the evidence.

ACTIVE overbidding has been of such common occurrence in many districts that farmers have been forced to conclude it was the natural result of some buyers trying to cheat them out of their grain. Few buyers can sell the same grain for more than another, hence it is folly for any to give out the impression that he can afford to pay more than competitors. It is sure to prove a very expensive conceit. In many places the persistent overbidding has convinced grain growers they never received all which was due them and resulted in a co-operative elevator. If you can not buy grain at a living profit withdraw from the market.

REAL PUBLIC ELEVATORS.

At last Chicago is to have a real public elevator, managed and operated by persons not engaged in handling grain on their own account. Whether it will receive enough patronage to warrant its continuance as a strictly public elevator remains to be seen.

Judge Clements, who is quoted in "Grain Carriers" this number voices a widespread sentiment that the trade and railroads would be much better off if the terminal elevators were operated solely for the storage and handling of grain transported by the carriers owning it, and in the interests of the carrier and its patrons, just as package freight depots are now operated by carriers everywhere.

With disinterested men running the terminal elevators grain would not be kept standing in the yard until it was needed for mixing, but the car would be promptly unloaded upon arrival and sent back to the country for another load. If we are to have public elevators and the trade surely needs them let them all be public in reality. The quasi-public elevators operated by owners of private mixing elevators must prove very profitable to the grain dealers operating them, else would they give them up and comply with the spirit as well as the letter of the court's injunction?

Unlike the package freight depots, where any old thing shipped is handled and stored forty-eight hours free, the bulk grain depot of the Santa Fe will charge a small handling charge, but includes ten days' free storage. Most of the public

elevators at terminal markets are owned by the railroads, and if the Interstate Commerce Commission has its way they will soon be operated by the railroads regardless of the interests of any private grain dealers, as they shud be.

UNIFORM SHIPPING RULES.

Every grain dealer, shippers, receivers, brokers and buyers alike, would resent most violently any imputation to the effect that he was not disposed to deal fairly, yet some of these very men oppose the adoption by the entire trade of uniform rules to govern the shipping of grain. Their position is indefensible. None can profit thru a multiplicity of rules save that some of those with whom they deal misunderstand what is meant by prompt, immediate and quick shipment.

The adoption of uniform terms and meanings thruout the land will make the grain business safe and reduce the losses. It will facilitate and promote business. If the rules of the National Ass'n are not to the liking of some of the exchanges let them be changed to meet the views of the majority, but in the interests of fair dealing let them be made uniform everywhere.

Why Concrete Structures Fail.

In the early days of every new industry much of the work is far from perfect and the use of concrete for foundations of grain elevators and for grain store-houses is no exception to the rule. The unfinished concrete elevator at Cedar Rapids, which has been standing half up for over a year, is the most expensive monument yet erected to the folly of rank carelessness and parsimony in the use of concrete. An inspection of its walls shows that nails, shavings, sawdust, lath and boards were used to fill the molds.

Rock Products, the leading journal of the cement trade, says, "The worst feature of the concrete proposition to-day is the lack of attention given by the engineer or superintendent to the mixing. There are very few completed works in concrete that are not open to criticism upon this very essential point. Let it be understood that there is no recipe for concrete that will obtain a given result upon any two occasions or any two localities. In every case, fair average samples of the crushed rock, sand, and cement that are to be used on the job should be reduced to a positive equation for that job, and the inspection of the mixing machine and its product should be extremely rigid all the time.

"In handling reinforced work, there is always a tendency to 'rush the mixer,' because a large number of men at high wages are waiting for the 'slush.' In factories where concrete commodities are manufactured the same tendency exists to 'rush the mixer' in order to keep up the record of the day's output and the result is almost invariably the same, insufficient agitation of the millions of particles to positively secure the ideal condition where each and every particle becomes a useful member of one mass. The quality of concrete by every test can be enormously improved by adequate mixing."

No doubt concrete has many superior qualities as a building material, but if good work is not done a very inferior structure is sure to result.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

APPEALS FROM MINNESOTA INSPECTION.

Grain Dealers Journal: During the twelve months of 1905-6 prior to Sept. 1 out of 297,902 cars of grain inspected, appeals were taken on 18,175, of which the grading was changed on 6,465 cars and sustained on 12,250 cars. During the twelve months of 1904-5 corresponding out of 284,930 cars inspected appeals were taken on 11,009, of which the grading was changed on 3,150 cars and sustained on 7,859 cars.—F. W. Eva, St. Paul, Chief Grain Inspector for Minnesota.

INTEREST CHARGE AT BALTIMORE.

Grain Dealers Journal: The statement in your issue of Sept. 25th, page 339, giving the charges for handling grain in the Baltimore market, is liable to misconstruction. The rates given apply to consigned grain and not to grain bought to arrive, on which there is no charge for interest on advances, and no expense except for inspection and weighing. Very respectfully, H. A. Wroth, Secy., Baltimore Chamber of Commerce, Baltimore, Md.

INTEREST CHARGE AT ST. LOUIS. A CORRECTION.

Grain Dealers Journal: The rule of the Merchants Exchange governing the interest charge on consignments, as published in the Journal Sept. 25, does not apply to property bot or sold for non-members. The rule provides

"Whenever any property as above described is bought or sold on commission, for account of a member of this Exchange, or for account of a firm or corporation, one of whose general partners or officers is a member of this Exchange, in good standing, the minimum charge shall be one-half cent per bushel on bulk wheat, rye or barley, and three-eighths cent per bushel on bulk corn or oats; on all other commodities the minimum charge shall be one-half the rates prescribed in the above tariff. But in all such cases the member acting as commission merchant shall, in addition, charge exchange paid on drafts and interest at the current rate on all money advanced or paid by said member or by his firm or corporation, on account of or against such property, from the time of such advance-ment or payment to the time of reimbursement. Interest shall not be charged, however, on payments made for freight, inspection or other incidental expense incurred in the handling of the property."

Property is bot and sold for account of a member of the exchange at a less rate than charged to non-members. On property thus bot or sold for members the interest charge must be made, but in dealing with non-members the commission house makes its own arrangements.—Geo.

H. Morgan, secy, Merchants Exchange, St. Louis, Mo.

FIVE DUCKS IN HIS ELEVATOR HEAD.

Grain Dealers Journal: A queer choke-up happened at the elevator of Schaefer Bros. & Co. the other day. There is no one around the elevator only while dumping grain or loading out. Mrs. Conway lives within a few rods of the elevator and keeps ducks. I bought a load of oats and took them over from the city scales. I started my engine and dumped my oats.

After a few bushels had run up, the oats started down the back leg. I thought I had let an empty sack go in. So I stopped the elevator and went up to the top and found five ducks in my distributing spout. The spout was too small to let the ducks thru, so I dug them out and four of them are still alive. The other got his head down the back leg so that the cups hit it and killed it. The ducks came into the elevator to pick up the grain that was scattered about and fell down into the pit. Yours truly, J. B. Griffith, Hartley, Ia.

HAVE INDEPENDENT GRAIN DEALERS BEEN FAIRLY TREATED?

Grain Dealers Journal: In view of the fact that a Minneapolis line house man, James V. McHugh, has thot it necessary to write an article to a local weekly to convince its readers that the independent elevator man is not and has not been discriminated against, that he is receiving a fair deal, I am prompted to inquire what prompted such an article? Are the railroads charged with discriminating against the independents and in favor of the line house companies?

I own but one elevator and supposed I was getting a square deal from the railroad, but am at a loss to understand what was the provocation of the following from Mr. McHugh's article:

In the midst of the general agitation of the questions of rebates and discriminations granted by railroads to favored shippers, the fact is frequently overlooked that, in the history of railroad operations in the northwest and on lines bringing grain into the Minneapolis market, there has been, for many years, a continuous practice by the railroads of uniform treatment to all. The importance of this cannot be overestimated.

Under such a condition it is therefore not surprising that the individual, owning and operating one elevator at a country point, with proper business methods, is enabled to conduct a successful business side by side with the larger so-called line companies operating great systems of elevators.

The individual country shipper pays the same freight rate and gets the same treatment as to the disposition of cars, etc., that is accorded to others; and he, therefore, is enabled to carry on his business free from the handicap of any unfair competition from a specially favored competitor. The Minnesota Shippers' Association and others are asserting that the rates charged by railroads are too high; but there is very seldom heard any complaint that, at any station, two shippers are treated by the railroads in a different manner, one from the other. Such a condition naturally offers an opportunity for individual success, which would not be possible were favored shippers enabled, by lower rates than their competitors, to practically destroy competition.

If any independent dealer is not receiving the same treatment as the line company I wud like to know the form of the discrimination in order that I may guard my own interests. I do not care for names. Hoping that the day of the square deal for all is near at hand, I am Geo. R. Custer.

FRAUDULENT SUBSTITUTION OF 4 FOR 2 WHEAT.

Grain Dealers Journal: Between the first and the 15th of June, the Maple Leaf Elevator made a great many attempts to load out some wheat and have it graded number 2. They were loading an inferior quality of wheat and in each case it failed to grade. On the 15th, A. M., they loaded five cars, my weighmaster up stairs weighed them out, while they were 60,000 capacity they put in only 40,000 lbs. of wheat. That was suspicious on the face of it.

They put in a call for an inspector as usual and my deputy inspected the cars and found them to contain 60 and 60½ lbs. No. 2 hard wheat, all of very fine quality. He reported it to the office as usual and the certificates were issued and sent over the next morning. About 4 o'clock that afternoon these five cars were run back to the elevator, were unloaded and loaded out, as my weighmaster observed, with 60,000 pounds, or to full capacity and were taken away from the elevator. This same transaction the next day, the 16th, on five more cars.

I was out of the city, my office man was in doubt as to what to do as he was convinced that something was wrong. On the 17th, which was Sunday, the inspector went out to find the cars that had been unloaded and reloaded. He found them five or six miles away in the M. K. & T. yards, broke open the cars and took samples, and all proved to be either 4 or 3 wheat.

After a great deal of trouble I found out the wheat was sold to the Pendleton Grain Co. of St. Louis. I talked to the Pendleton Grain Co., and I sent a man to St. Louis the next day to interview them. They assured us that they were very anxious to run down this crooked deal, as they had bought this stuff on official grades to be 2 hard wheat.

The best evidence I have that this was the case is a certified copy of their confirmation with W. T. Redmon Grain Co. of which I here quote you: "St. Louis, June 12th, which says, Through exchange of telegrams today we confirm having purchased from you 10,000 bus. of 2 hard wheat at — F. O. B., Kansas City, official weights and grades to be final."

You see that there is no sample business about the deal, that it is to be 2 hard wheat, official grades. Pendleton drew on Redmon for \$1,000 the day my man was in St. Louis, together with \$300 back on original draft from Redmon made him \$1,300 of a margin. Redmon paid the draft and everything went smooth until on the witness stand on the 23rd, I exposed the deal.

That was after all of this flurry between Redmon and Pendleton, yet there was no attempt made by Redmon to get back the certificates, nor did they until the wide publicity given the matter on Sunday the 24th. When Redmon found that I had located the stuff in Mexico, he got W. A. Rule, of the National Bank of Commerce, of Kansas City, Mo., to wire for the return of the certificates, making the absurd claim afterwards that they had been attached through mistake.

We went to Mexico, sampled the stuff on arrival, took depositions that bear out the fact that they had bought the grain as number 2, state official inspection, and when they found it was not number 2 they put in a claim for \$1,000.

I just have a letter from the Millers in Monterey, saying they consented to settle for \$500 rather than go into a law suit.

Now you see that they simply unloaded and reloaded these cars and wilfully, maliciously and fraudulently used my certificates with a purpose to cheat and defraud. The crime would have been no greater had they unloaded these cars and substituted scrap iron, rags, or any other material. They deceived the railroad company, as they attached the certificates to the bills of lading. In case of a wreck or destruction of these goods they would of recovered for number 2 wheat. Yours truly, J. W. Radford, Chief Inspector, Kansas City, Kan.

B/L PRECAUTIONS FOR SHIPPERS.

Grain Dealers Journal: It has come to our notice that a great many grain dealers are still signing Bs/L covering interstate business, and that they are not demanding negotiable documents.

A part of Section 20 of the Amended Interstate Commerce Act, effective August 29th, 1906, reads as follows:

"That any common carrier, railroad, or transportation company receiving property for transportation from a point in one state to a point in another state, shall issue a receipt or bill of lading therefor, and shall be liable to the lawful holder thereof, for any loss, damage, or injury to such property caused by it, or by any common carrier, railroad, or transportation company to which such property may be delivered, or over whose line or lines such property may pass, and no contract, receipt, rule or regulation shall exempt such common carrier, railroad, or transportation company from the liability hereby imposed; provided, that nothing in this section shall deprive any holder of such receipt or bill of lading of any remedy or right of action which he has under existing law."

In the case of *Myrick v. R. R.*, 110 U. S. 102, the court drew a close distinction between "received for transportation" and "marked, consigned, and destined," and held that a receipt for a shipment "marked, consigned, and destined" was not an agreement "to transport"; but we think it is logical to assume that, under the law, as it now stands, the court will construe "marked, consigned, and destined" to contemplate "transportation," basing the conclusion on the rightful theory that it was the intent of the shipper and the carrier that the property was received for transportation, thus bringing the transaction within the law.

The Interstate Commerce Act applies to common carriers. For our purpose, a "common carrier" is any corporation or any person or persons engaged in transportation wholly by railroad, or partly by railroad, and partly by water, when both transits are under common control, management, or arrangement for a continuous carriage or shipment.

The term "railroad" includes bridges, ferries, switches, spurs, tracks, terminal facilities, freight-depots, yards and grounds, and also all the road in use by any corporation operating a railroad used or necessary in the transportation or delivery of property.

The term "transportation" includes cars and other vehicles and all instrumentalities and facilities of shipment or carriage, and all services in connection with the receipt, delivery, elevation, transfer in transit, storage, and handling of property transported.

It is the duty of every carrier to provide and furnish transportation upon a reasonable request therefor, and to establish through routes, and just and reasonable rates, applicable thereto.

You will see from this that a railroad is a carrier, engaged in the transportation of property, and that the issuance of a receipt for such property is included in

the meaning of the term "transportation," and that, therefore, such receipt not only contemplates, but actually is a part of, and inseparable from, "transportation."

Under this construction, it is unlawful to sign a B/L, and thus become a party to a contract to exempt a carrier from liability.

If, upon your refusal to sign a B/L, any local agent or other representative of the carrier should decline to insert the same rate he would have inserted had you affixed your signature, call his attention to the agreement entered into by the shippers and carriers March 11th, 1905, one of the provisions of which was: "Carriers will withdraw, in regular form, the Bs/L and rules in classification No. 26, and continue in effect Official Classification No. 25, B/L and Rules." The result of this has been to place the B/L matter where it was early in December, 1903, and before any instructions had been issued concerning the shipper's signature. Under the further stipulations of that agreement the resultant postponement is still in effect, and will so remain until dissolved by reasonable notice.

With respect to the negotiability of Bs/L it would seem that a great deal of our worry and annoyance has been due, more to a lack of familiarity with existing rules, than to any other cause.

While the words "not negotiable" never should have been printed on the B/L forms, yet ample provisions were elsewhere made, to render any B/L negotiable, as will be seen by referring to page 11 of Official Classification No. 28, Note 1, which reads in part: "The words 'not negotiable' should be printed on the face of each uniform B/L, shipping order and memorandum acknowledgment, for the protection of carriers under certain state laws, but these words on uniform B/L should, for the accommodation of shippers desiring to make collateral use thereof, be omitted or erased and initialed." "Erased and initialed" means that, upon request, the issuing agent of the carrier shall strike out the words "not negotiable," and affix his initials in close proximity to the erasure, as evidence of his knowledge of, and participation in, the act. So far as we can learn, the words "not negotiable" do not appear on recently printed B/L forms now being furnished, on agent's requisition, by a majority of the carriers; and it is my understanding that these objectionable forms will be dispensed with, when present supplies are exhausted.

Pending the decision of the B/L matter, the efforts of the Ass'n to secure the adoption of a B/L, within the spirit and the letter of the law as it now stands, will be continued without abatement. In the meantime, if shippers would have full protection against loss, damage, or injury; if they wish to use B/L as collateral; if they wish to have drafts promptly paid, they should carefully observe the following:

Do not sign a B/L.

See to it that the following specifications are inserted in B/L.

Name of railroad station (shipping point) and state, date, correct rate, name of consignee (showing whether billed straight or to shipper's order), route, initial and number of car, contents correctly classified, and weight.

Require B/L to be filled in and signed in ink.

Demand a negotiable and original B/L.

Do not accept a carbon copy as an original B/L.

Endorse original B/L in ink.

Attach original B/L to draft, and place it in the hands of banker at the earliest

possible moment, with instructions to forward without delay.

Write the consignee, by the first possible mail, giving him complete data concerning the shipment, B/L and draft, and thus pave the way for the prompt protection of their interests.

Members shud promptly make a report, to this office, of any irregularities prejudicial to shippers' interests, and we will immediately take steps to secure proper relief. Yours very respectfully, John F. Courcier, Sec'y, Toledo, O.

Books Received

LOCAL CONDITIONS AFFECTING FARM VALUES In each of the states are recited in 88 pages of fine print by Geo. K. Holmes, chief of the division of foreign markets, in Bulletin No. 44 of the Bureau of Statistics of the U. S. Dept. of Agri., Washington, D. C.

EXPORTS OF FARM AND FOREST PRODUCTS.—To those desiring to delve into the channels of our export trade, this pamphlet by the division of foreign markets, is a mine of information, giving the exports in value and quantity for each of three years past of each kind of grain to each country separately. A tremendous decrease in our exports of grain and grain products is shown during the past three years. The total value for the crop year ending June 30, 1905, was \$108,000,000; against \$149,000,000 for 1903-4 and \$221,495,000 for 1902-03. Bulletin No. 46, Bureau of Statistics, U. S. Dept. of Agri., Washington, D. C.

CHANGES IN FARM VALUES.—The rising values of all farm property are well set forth in a pamphlet by Geo. K. Holmes of the Dept. of Agri., giving comprehensive statistics of the different classes of farms in each state. The average value of grain and hay farms in the Union increased from \$26.91 in 1900 to \$36.34 in 1905. The value of irrigated grain and hay farms increased from \$32.44 to \$44.07. The total value of grain and hay farms increased from \$5,657,000,000 to \$7,640,000,000; and the total value of the 10 classes of farms, including land, improvements and buildings, is \$24,410,000,000. Bulletin No. 43, Bureau of Statistics, U. S. Dept. of Agri., Washington, D. C.

The Corn Products Refining Co. is planning a reconstruction of all its plants at a cost of \$4,000,000.

It is a mathematical fact that within 20 years under present conditions our wheat crop will not be sufficient for home consumption and seed, not leaving a bushel for export.—J. J. Hill.

Some foreign buyers appear to have greater confidence in the official American inspection than in their own judgment of a sample. Offers of wheat by sample are refused by some European importers who take No. 2 wheat on inspection, into which the exporter has mixed smutty and rejected grain. This is discouraging to exporters who are trying to get a premium for the better quality.

Irrigation in western Kansas and eastern Colorado has converted vast stretches of land apparently uninhabitable into productive grain, beet and melon farms. Along the line of the Santa Fe in the Arkansas River valley the traveler thru the one time desert now sees scores of prosperous towns surrounded by broad fields of grain. Water from the Arkansas River; thru 3,000 miles of canals and ditches, reaches 500,000 acres of land.

The New Public Elevator at Nashville.

The business of reshipping and distributing grain at Nashville, Tenn., has grown to very large proportions, and the Illinois Central and Southern Railways have met the demand for adequate facilities by erecting a large elevator at that city. The house has storage capacity for 500,000 bus. and special equipment for handling the grain for the southeastern trade, and has just been completed.

The plant is situated in the yards of the Illinois Central Railroad, a tract of land having room for 5,000 cars, and comprises the elevator building, powerhouse, pump room, Hess Drier and sheller.

Trackage arrangements are most ample. The receiving shed on one side of the elevator contains three tracks, with a fourth track provided with cut-offs, from which cars can be switched into the other three. The shipping shed on the other side has two tracks, a third track on the same side taking cars of ear corn to the sheller and salvage grain direct to the drier. On the receiving tracks above the elevator is room for 100 cars, all of which can be placed on the receiving sinks or under the loading spouts without the aid of a switch engine, their movement being effected by gravity. Cars leaving the elevator loaded or empty find ample room below.

Twelve cars can be placed at one time for unloading and there are eight pairs of power shovels. The grain drops into steel receiving sinks and is taken to the elevator legs by four cross conveyors and elevated to four of the seven 1,400-bu. Buffalo Hopper Scales.

Grain is loaded out on the shipping side of the house thru six spouts having Sandmeyer Loaders. This gives each of the three legs on the shipping side a spout for each track. The receiving side also is equipped with one spout, so that grain can be elevated and loaded back into the same car.

Every bin in the house can be discharged on a 30-inch belt on the track floor. A second belt running lengthwise of the house is placed in the cupola and is 40 inches wide, aiding the distribution of the grain to the 177 bins. The capacity of the bins ranges from 1,400 bus. to 10,000 bus., only 11 being of the larger size. Under the 96 smaller bins runs a trolley carrying the automatic sacking and weighing machines of which there are four, made by the American Grain Meter Co. The subdivision into numerous bins assists the management in keeping every patron's grain separate by

his own grading. The bins have steel hopper bottoms.

Sacking into even weight packages is being done carefully and accurately, the triple weighing insuring the correct weight and being proof against claims of shortage.

The elevator building is 70x180 ft. and over 160 ft. high. It is equipped with Grinnell Automatic Sprinklers, alarm sig-

quired in the construction of a cribbed house of this size a sawmill was built on the ground. After having been raised to the top of the elevator the lumber was moved to the point of use over the runway shown in the engraving herewith. The runway is composed of rollers and the lumber needs only to be pushed along.

The foundation is entirely of cement concrete, as shown in the engraving.



The New Public Elevator at Nashville.

nals and a complete system of speaking tubes. A passenger lift runs to the cupola. Another convenience for employees is the pump room provided with lavatories, shower baths and steel lockers. The house is kept clean by a dust collecting system.

The Hess Drier has a capacity of 5,000 bus. per day of 10 hours. The corn shelling plant will shell 10 cars per day. It is equipped with a Barnard & Leas Sheller and Barnard Cleaner.

Outside of the main building is the cleaner room, built of steel. Included in the machinery equipment are one invincible Clipper and one Invincible Separator. The Webster Mfg. Co. furnished the machinery.

The power plant comprises boilers of 900 h.p. and an 800-h.p. cross compound Corliss engine. The chimney is of concrete, 185 ft. high, with a 5-ft. flue. Engine and boiler rooms are of concrete, and have a cement roof supported by steel girders.

To cut the great quantity of lumber re-

This forms the most durable and solid support for the wood superstructure. The photographs reproduced herewith show the building nearly completed and in course of construction; and the engravings show distributing floor plan, plan of bins, plan of working floor and cross section. The house was designed as well as erected by the Geo. B. Swift Co. who were the general contractors.

Charles Rouzer has been appointed general manager of the elevator for the Illinois Central and the Southern Railways, which will use the house jointly as a terminal. Mr. Rouzer has had long experience in the grain business at Nashville and particularly in the warehousing of grain. The plant of which he has charge is admirably adapted to assist the dealer in handling in transit western grain, and being a public warehouse every shipper making use of its facilities is assured of the same treatment.

Canada has so often disappointed expectations by exporting much smaller quantities of breadstuffs than the foreign trade had been led to anticipate from the consensus of glowing reports published during the growth of the crop and even after the harvest was completed, that very little reliance has come to be placed upon any Canadian crop estimates of whatever kind.—*Corn Trade News*, Liverpool.

The holding back by farmers we have seen thus far has only demonstrated the weakness of the wheat situation. The visible supply and the interior stocks are increasing on light receipts. What becomes of this wheat? Some mistaken soul buys it at a premium, insuring the elevator owner and the miller against loss, and it stays right in the elevators. This is how we have a big bull market based on more and more wheat all the time in warehouses.—E. W. Wagner.



Moving Lumber by Runway, Top of Elevator.

Seeds

The middle of October is the best time to select seed corn on the standing stalk.

Exports of clover seed for the week ending Oct. 6 were 645 bags, against 199 bags a year ago.

Disseminate knowledge as it should be and must be, instead of maintaining the pitiful bribe of a few free seeds.—J. J. Hill.

The Pittman & Harrison Co., of Sherman, Tex., writes that it is going to add a regular seed department, carrying seeds of all kinds.

The Grand Forks Seed Co. has been organized at Grand Forks, N. D., to do a wholesale and retail business in clover seed and flower seeds. T. J. Smith is the active manager.

Fred B. Fox, grain dealer at Tipton, Ind., is completing a building near his elevator which will be used for storing all kinds of seeds and grain. The building is 40x40 feet.

C. C. Morse & Co., seed growers of Santa Clara county, were among the first to resume business at San Francisco, Cal., where they are the successors of Bowen & Co. The firm has erected a spacious warehouse.

The Gurney Seed Co. has been incorporated at Yankton, S. D., to conduct a wholesale seed business. The capital stock is \$10,000; and the incorporators are C. W. Gurney and D. B. Gurney of Yankton and E. R. Gurney of Fremont, Neb.

Country buyers of grass seeds will find it profitable to send samples to their commission merchant for quotations, to avoid paying too much for seed that may contain foreign seeds not noticed by the dealer, but which materially reduce the price and value.

In Missouri the acreage of timothy threshed for seed is 57 per cent of the area threshed last year and the yield per acre is 2.8 bu. The acreage of the clover seed crop compared with last year is 73 per cent, as reported by Geo. B. Ellis, secy. of the state board of agriculture.

The rule recently adopted by the official classification committee that seed corn shipped in the ear must not be shipped in bags or open crates will seriously interfere with the seed trade and hinder the improvement of corn. Tight crates injure the vitality of the corn. When packed in open crates the ears go in the finest condition.

Toledo received during the week ending Oct. 6 1,100 bags of clover seed and shipped 70 bags, against receipts of 4,000 bags and shipments of 300 bags for the

Dominion government, says the members of the Canadian Seed Growers Ass'n have no difficulty in disposing of all they can grow at \$1 per bu., while some get as high as \$1.50. There is a brisk demand for grain that has been hand selected for three years and thus made eligible for registration. The members take a lively interest in the work and the high prices help greatly to augment that interest.

October clover seed got up to \$8.55 and increased its premium over the other futures. Since then selling by scattered



Concrete Foundation of Nashville Terminal Elevator.

corresponding week of last year. For the season so far receipts have been 6,400 bags and shipments 1,800 bags; against 19,000 bags received and 2,000 bags shipped during the corresponding period of last year.

Professor A. B. Ten Eyck, of the Kansas Station, who has given more attention to the care of alfalfa seed than any other investigator, says it is a difficult matter to estimate with any degree of accuracy early in the growth of the crop what the yield of seed will be. The blossom should be large and of a dark rich color. If small and light in color, it is evidence of a light seed crop.

H. McFayden of the seed branch of the

longs caused a break of about 40 cents. The very light receipts and reports from Ohio and Indiana that the crop was the smallest in years frightened many shorts into covering and also encouraged longs to add to their line. Prices now are within 70 or 75 cents of the high point reached last year, and the market broke badly after the first of the year, then on big imports from Europe.—J. F. Zahm & Co.

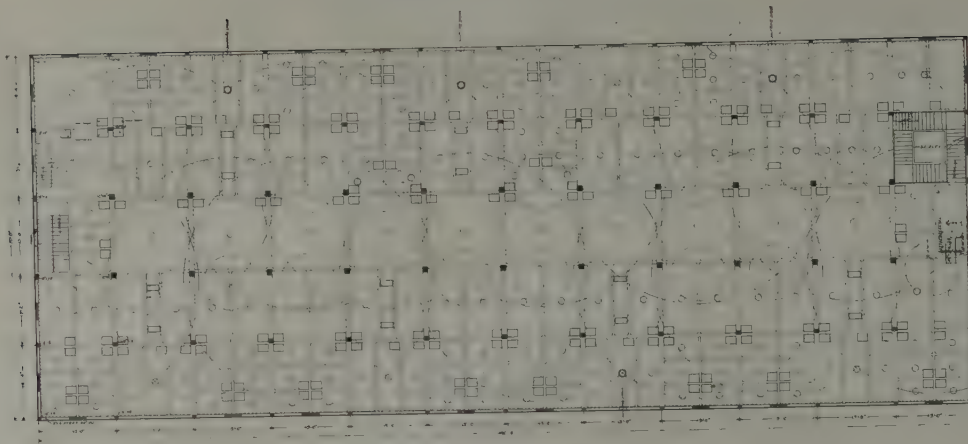
One of the firms listed by Secy. of Agri. Wilson as selling impure alfalfa seed says that: We buy our seeds through jobbers and in most cases must depend on their honesty for unadulterated goods. In the case of many kinds of alfalfa it is impossible to discover whether adulterants have been used unless a minute test is made, for the color and appearance will often mislead a man who has been in the seed business many years. Much of the grass seed we sell comes in large bags from houses which we believe are reliable and it passes through our hands often without being opened.

Chicago received during the week ending Oct. 6 1,423,000 lbs. of timothy seed, 177,500 lbs. of clover seed, 516,000 lbs. of other grass seeds and 41,800 bus. of flaxseed, compared with 2,802,700 lbs. of timothy seed, 479,700 lbs. of clover seed, 714,000 lbs. of other grass seeds and 46,200 bus. of flaxseed, for the corresponding week of last year. Shipments for the week have been 286,400 lbs. of timothy seed, 38,600 lbs. of clover seed, 1,241,000 lbs. of other grass seeds, and no flaxseed, compared with 552,700 lbs. of timothy seed, 75,000 lbs. of clover seed, 759,500 lbs. of other grass seeds, and 7,000 bus. of flaxseed for the corresponding week of 1905.

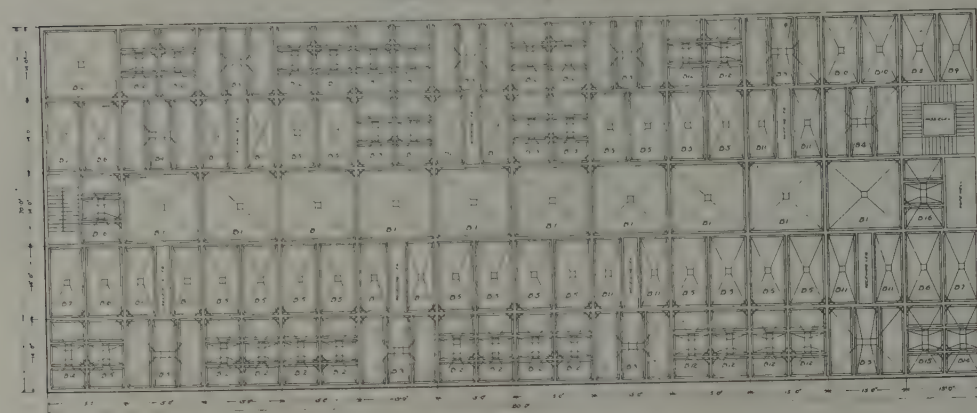
Durum wheat so far on this crop has formed over one-third of the total wheat receipts at Duluth, Minn.



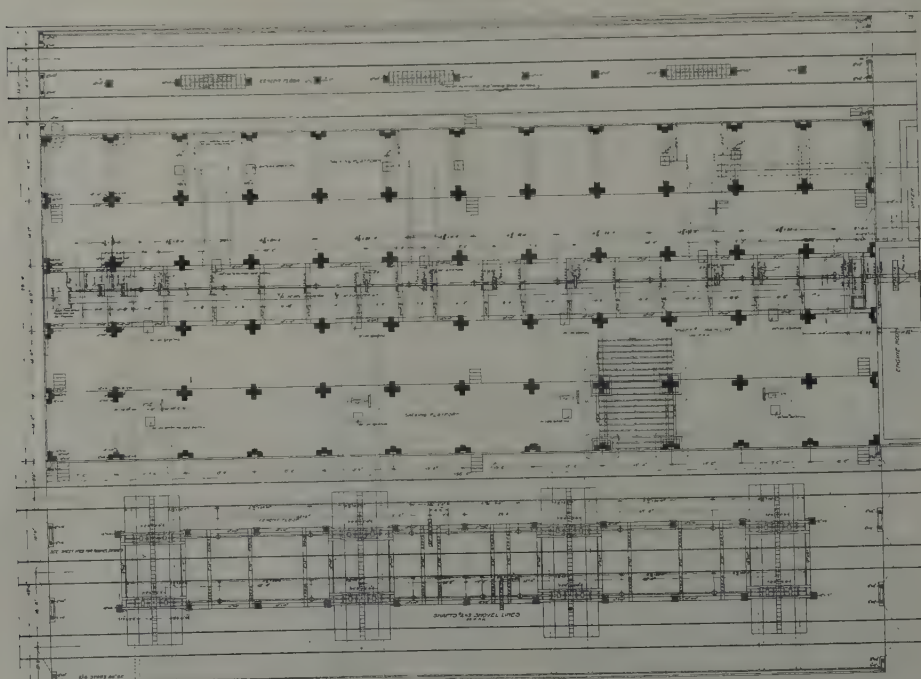
Framework of Working Floor of Nashville Terminal Elevator.



Plan of Distributing Floor.



Plan of Bins.



Working Floor Plan of Nashville Terminal Elevator at Nashville, Tenn. [For Description See Page 400.]

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

COLLECTOR OF FREIGHT CLAIMS?

Grain Dealers Journal: Will the readers of the Journal please give me the name and address of a reliable firm that collects railroad freight claims? I have quite a number of them that are legal and want them collected.—H. A. Koster, Seattle, Wash.

DOES IT PAY TO HEDGE?

Grain Dealers Journal: Acting upon the suggestion of a friend long experienced in the grain business, I have been hedging against the grain in my elevator as fast as it has been unloaded from farmers' wagons.

After sixteen months trial, I am convinced that I wud be money ahead if I never hedged a bushel. I have been successful in my option deals, but when I hedge I frequently get cut both by the hedge and by the cash transaction, hence I have decided to quit.

I wud be pleased to have the opinion of experienced dealers who have hedged

against their cash holdings as well as those who have not. My talk with different dealers seems to bear out my opinion that many old time dealers are the slaves of custom to their sorrow. Those who watch carefully the results of their different business transactions shud be in a position to thro some light on this question. Let us hear from you.—Fred B. Marks.

ESSENTIAL REQUIREMENTS FOR GRAIN DOOR.

Grain Dealers Journal: I noticed in a recent issue of the Journal that you call attention to the need of a satisfactory grain door for freight cars. I have given the question some thought, and have some ideas that seem to me to be good for the purpose, and I take the liberty of asking you for some information.

What, in your opinion, are the essential requirements for a grain door?

Would the doors have to be constructed in such a way as to admit of their being entirely concealed when the car is loaded with merchandise other than bulk grain, seeds, etc.?

What would be the maximum cost per set of doors, in your opinion, that railway companies would pay for satisfactory doors?

Are there cars used exclusively for carrying bulk grain?

What is the maximum number of feet that a grain door could open out from side of car, while grain is being discharged from car (if any)?

Who would be the person most interested in a successful patented grain door?

Will say that I have been engaged in the grain business for many years here, but have had no experience in the handling of grain at the large receiving points, like Chicago. Yours very truly, H. T. Lewis, Lexington, Ky.

GRAIN FLOAT FOR PARADE.

Grain Dealers Journal: Our town is to have a horse and colt show and the association has asked the businessmen to prepare a float to represent their business and to give a parade in the evenings.

Can the readers of the Journal give us an idea how to prepare a float to represent our grain and coal business?—Geo. L. Merritt & Co., Rossville, Ill.

WHO BEARS LOSS IN WEIGHT?

Grain Dealers Journal: I had B to load thru his elevator 8,000 bus. of corn for $\frac{1}{2}$ c per bushel. The corn as weighed in weighs 7,961 bus. As weighed out by him on his hopper scales the weight is 7,785 bus., or 176 bus. less than the first weight.

Who is to lose the corn or which weight is a man to settle by?—R. C. Cox, Sherman, Ill.

Ans.: If the difference in weights is due entirely to natural shrinkage the loss must be borne by the owner of the grain.

TAXATION OF ELEVATORS ON RIGHT-OF-WAY?

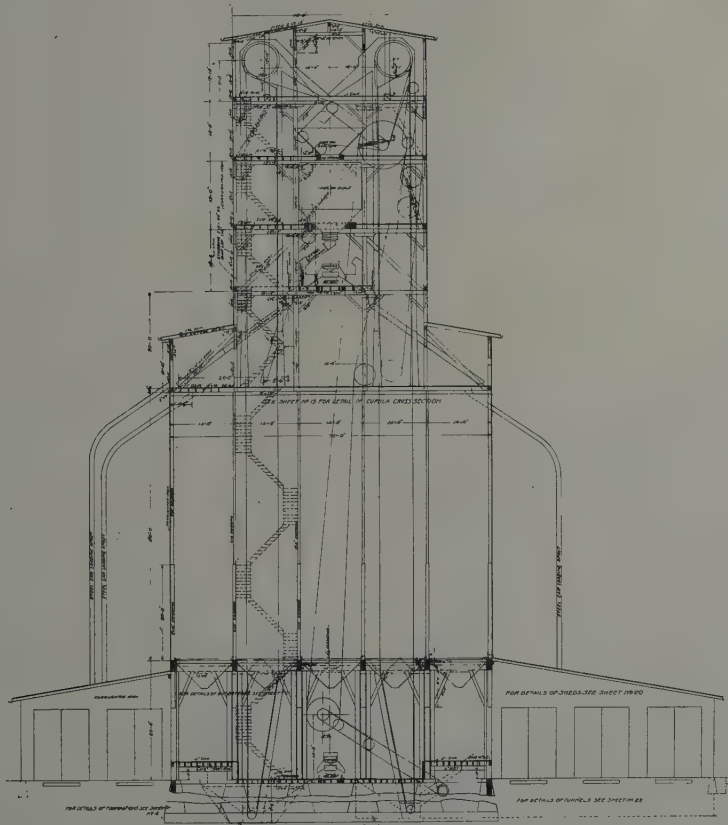
Grain Dealers Journal: Will the Journal please inform us thru its columns whether or not owners of elevator properties located on the I. C. R. R. right-of-way in Illinois are subject to tax, and whether or not there has been any court decision on this matter, in this state or any other?

We think there have been court decisions regarding these taxes.—Rodman & Sons, Moweaqua, Ill.

Ans.: The charter of the Illinois Central Railroad Co. exempting property from taxation contains a provision that does not include a grain elevator erected by the company on its right-of-way which it has leased to private parties who receive tolls and compensation for all grain stored therein, even though the elevator is a convenience and beneficial to the company in its business but not more so than if it were built and owned by private persons.

To come within the exemption an elevator must be devoted exclusively to the business of the company as a common carrier, and be essential to the operation of the road. See Matter of Swigert, Auditor of Public Accounts, 119 Ill. 83. (1886.) In that matter the I. C. R. Co. built an elevator on the banks of the Ohio river, on a lot of ground belonging to it within the corporate limits of Cairo, which was known as the "Cairo elevator." It received and discharged grain both by rail and river, the largest portion of the business being done by rail. The rental or compensation was paid by a specified sum for each bushel of grain received into it.

In another case—I. C. R. Co. v. The People ex rel. Hodges, Collector, 119 Ill. 137 (also 1886), it was held that proof that "the elevator is used to hold grain that is unloaded from I. C. cars, and also grain that is to be carried away on them"; and that the building "is occupied by Halladay Bros. under a contract; * * * they hold the elevator as agents



Cross Section of Nashville Terminal Elevator.
[For Description See Page 400.]

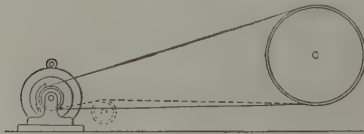
of the I. C. R. Co. and pay that company a compensation in money, clearly excludes the idea that the elevator is used exclusively by the company in the exercise of its franchise as a common carrier, and does not affirmatively show that the elevator is used exclusively for the storage of grain shipped, or to be shipped on the company's railroad."

But when taxes are once paid by the railroad company the operator of the elevator should not be required to again pay, since this would be double taxation.

Air Cushion in a Belt.

Pounding of machinery is not only annoying but indicates a waste of power somewhere and often these mysterious noises precede a breakdown. A case that puzzled the engineer is illustrated in the engraving herewith, for which we are indebted to *Popular Mechanics*. The electric motor drove a line of shafting by a 5-ply rubber belt of good quality, the distance between centers of driver and driven pulleys being 17 feet, the former 16 and the latter 72 inches in diameter.

A pounding occurred at a certain point at each revolution of the belt, increasing in force at each lap. It was not convenient to stop the motor, and tho the belt



Location of Tightener.

was not loose a tightener was applied as shown, to stop the pounding, but without success. When the motor was stopped at noon examination showed that the outer layers of canvas and rubber had separated for almost the entire length of the belt, while the edges still held together. A cushion of air a foot long and 3½ inches thick had formed in the belt, causing the pounding.

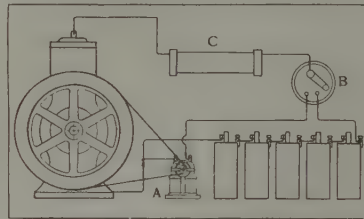
To cure the trouble the belt was perforated with a ½-inch belt punch thruout its entire length, the holes being located a foot apart and staggered. While this did not stop the pounding immediately its force gradually was diminished until only a click could be heard; and for days afterward one could feel the air being forced out thru the holes at one point.

Keeping in touch with our traveling men doesn't mean simply to know at what cities and what hotels to send the weekly checks. It is up to this sales department to keep our traveling men in touch with the office—to keep them posted, to arm them in advance of each call with all the detailed information concerning each prospective customer of which the sales department is in possession. We aim to keep nothing back—don't want the salesman to spend his time finding out what we already know, but what we don't know about the case, and we give him all the assistance possible. If a salesman can enter an office with a "Good morning, Mr. Buyer," or "I wish to see Mr. Brown, if he is around this morning," his prospects of seeing the right man are far better than if he were obliged to do some sparring and use all sorts of strategy with the clerk near the door to get a hearing with the right party, not knowing the gentleman's name. Then again, if he has been made familiar with the details of previous transactions he will, if he is up to his position,

find a way to approach his man or provide an excuse to get a hearing.—A. B. Fritts, Sales Mgr. Almond Mfg. Co.

Dynamo and Battery Ignition.

A dynamo generates no electricity when not running; and for this reason batteries are used in starting the gas and gasoline engine. As the battery cells are exhausted and have to be renewed sooner when their current is kept on longer at start-



Wiring of the Gas Engine.

ing, it is important to throw the battery out of the circuit as soon as the dynamo starts.

The wiring for a battery in connection with dynamo and make and break ignition is shown in the engraving herewith, for which we are indebted to *Popular Mechanics*. This wiring will not do for jump spark ignition. A is the dynamo, B a two-point switch and C the spark coil.

To start the engine place the switch on the right hand point. This throws the battery into circuit, and allows starting the engine with very little effort. After the engine has run a few seconds the switch can be turned to the left hand point, thus throwing out the batteries. With such small demands the cells will last a long time.

Our exports of rice last year were the largest since 1860.

Hearing on the Union Pacific Elevation Rebate.

Very interesting evidence bearing on the elevation allowance by the Union Pacific Railroad to the Omaha Elevator Co. at Council Bluffs, Ia., was given at the hearings by the Interstate Commerce Commission at Chicago, Oct. 1 to 5.

At the conclusion of the hearing Chairman Knapp announced that arguments would be heard by the Commission at Washington, Oct. 30.

E. M. S. Leflang testified, but failed to mention his former partner, Hogarth, who was alleged to have been driven out of the grain business because he had discovered the fact that the Omaha Elevator Co. was receiving payments of rebates in checks for \$5,000.

George F. Powell, of St. Louis, said the allowances to Peavey at Omaha and Kansas City produced exactly the same effect as would an equal discrimination against St. Louis in the freight rate. He was able to pay more for grain during a short period when an equivalent allowance was paid at St. Louis.

Conrad E. Spens, general freight agent of the Chicago, Burlington & Quincy Ry. west of the Missouri river, testified that he had received a complaint from Speltz & Co. of Nebraska that Bell & Co., another grain company, had received one-half a cent more for grain from the Nebraska and Iowa Grain Co. than it had, and as a result it could not compete with Peavey & Co. because of the allowance of 1¼ cents per hundred weight it receives from the Union Pacific. He said that for a short time all the roads in Nebraska were giving 1¼ cents per hundred weight for the elevation of grain, but that this was dropped. He said that by actual experience his road has learned in six months' handling and elevation of grain in one of its own elevators the cost was two-fifths of a cent per bu.

Office of MAGNET ELEVATOR

ED. MORRIS, Prop.

No. Magnet, Ill., 190..

I have this day sold to ED. MORRIS, bushels of good, sound, dry, sweet and merchantable at cents per bushel of pounds, which is free from landlords' liens, judgments or other encumbrances or liens. Said grain to be delivered the elevator of the purchaser at Magnet, Ill., on or before the day of 190..

It is agreed that neither the purchaser nor the seller shall be released from this contract, if for unavoidable reasons, either party is prevented from carrying out their part of this contract within the specified time.

I hereby acknowledge the receipt of Dollars (\$.....) from said ED. MORRIS, as partial payment on the whole amount on this contract.

We have bought the above grain on the terms and conditions above specified, this day of 190..

By

S. McMurray, of Wood River, Nebr., formerly an agent of the Omaha Elevator Co., explained of that line company got rid of independent dealers. The two Peavey Elevators at Wood River were operated under different names and the fact of their common ownership was kept secret.

"As long as the independent was 'good' and didn't try to get more than his fair share of the business, we let him alone, but if he tried to get more than his share we overbid him for the grain and forced him to the wall. The independent elevator in consequence has changed hands several times. The longest any man has been able to hang on is three years. We had orders from headquarters to manage things that way.

"I finally fell out with the Peaveys and decided to go into business at Wood River for myself. I tried to buy one of the Peavey elevators, but they wouldn't sell. Then I concluded to rent a warehouse. Mr. Peterson of Grand Island, Nebr., auditor for the Omaha Elevator company, told me the company would break my back if I attempted to compete with it, and Mr. Peck, another of its officers, threatened they 'would make trouble' for me. The first day I was in business they raised the price of grain on me 2 cents, and they kept it up. The result was I had to hold the grain I had bought until the market went down or sell at a loss.

"Finding I raised prices at Wood River, the business men of Shelton decided I was a 'good thing' and asked me to buy some grain there. As soon as I went to Shelton the trust raised the price on me there. I now buy in both places. When I am in Shelton Peavey's prices are up at Shelton and down at Wood River. When I am at Wood River prices are up there and down at Shelton."

J. J. Stream of Chicago said: Without that allowance I would be on an equal basis with the Missouri river merchant in the eastern market. With that allowance the Omaha people can overbid me in Nebraska and undersell me at New York.

William H. Suffern of Decatur, Ill., testified that an elevator allowance of 2 cents a hundred on grain by the Illinois Central at New Orleans made it necessary for him to give up his exporting business. He said the allowance was enjoyed by the Harris-Scotten Co., of Chicago and Rosenbaum Co. He added that the practice had been abandoned.

E. O. Moffatt of the Moffatt Commission Company, Kansas City, said he has made a written claim for \$369 for the allowance to the railroad, but received no satisfaction. The claim was placed over a month ago, he said, under a tariff issue by the railroad offering the allowance to all grain dealers in Nebraska. Grain sold on the board from over the Union Pacific railroad commands a much higher price than that shipped in over any other line, because the allowance granted to Peavey people permits of a higher bid by them.

Traffic Manager Gower of the Rock Island road testified that his road had hired J. Rosenbaum to build an elevator at Kansas City, hauled all the material free and when the elevator was completed the road paid Rosenbaum \$5,000 and leased the elevator to him. He testified that the \$5,000 was really interest on money advanced by Rosenbaum to build the elevator. It also developed that while the Rock Island road paid Rosenbaum 1 1/4 cents a hundredweight for releasing its equipment no rent was charged for the use of the elevator, but that when the allowance was discontinued an attempt

was made to collect the rent and that there is now owing \$9,000.

"Is there any difference between your allowance of 1 1/4 cents per 100 and giving Rosenbaum the use of your elevator free?" Commissioner Clark asked. "I consider the free elevator rent proposition is the worst. There is no difference in the principle," said Mr. Gower.

Mr. Gower maintained that the building of the elevator was forced by the payment of elevation by the Union Pacific company at Omaha and that the shippers on the Rock Island demanded the same concessions from his road that the Union Pacific granted to its patrons. He stated that the elevator allowance has been discontinued and that only a payment of \$3.50 per car is now allowed for transferring grain.

Frank T. Heffelfinger, pres. of the Omaha Elevator Co., produced an Atchison tariff which provides for the furnishing of facilities for elevation, manipulating, clipping, and storage free for grain that is consigned to go out over the Santa Fe tracks. Mr. Heffelfinger maintained that this gives shippers on the Santa Fe an advantage over the shippers on other lines.

While Mr. Heffelfinger was on the stand the commissioners thought they found a trace of manipulating of tariffs by the railroads to give shippers an advantage which was not covered by filed schedules. This was in regard to what is known to railroad circles as "back hauling." Mr. Heffelfinger testified that his company bought a quantity of grain in Iowa, shipped it to Council Bluffs on the local rate, and then shipped it east on the proportional rate, getting it into Chicago at a lower rate than would be allowed on the grain if it came direct from point of origin.

Chairman Knapp went into the question at length and intimated that he would like to have the traffic officials of any railroad making such arrangements to explain how it could be justified. The chairman said that he understood that the proportional rate applies on grain originating beyond the Missouri river, and he could not see how, by any word juggling, Iowa points could be considered beyond the Missouri river.

D. O. Ives, traffic manager of the Wabash, admitted that the Wabash allows an

elevator operator at Toledo, O., 1/4-cent a bu. for handling grain, but that no similar allowance is granted to the elevator operators at St. Louis.

James Pettit, pres. of the Peavey Grain Co., who took the stand to defend his company's contract with Union Pacific at Omaha, was forced to admit before he retired that the Peavey elevators in Chicago get only 1/4 of a cent per 100 pounds for rendering the same service for which the Peavey elevators in Omaha get 1 1/4 cents.

Denver's Public Elevator.

Denver, the metropolis and capital of Colorado, has six grain elevators, five of which are connected with flouring mills. The only independent elevator which does a public storage business as well as a private grain business, is the Denver Elevator, illustrated herewith.

This elevator is operated by the Denver Elevator Co., of which F. F. Struby is president, Geo. H. Estabrook vice-pres. and treas., and W. K. Harding is secy. The house has a storage capacity of 300,000 bushels. It is surrounded by a network of tracks, being in the center of the railroad district.

The elevator is operated by electric power, has two receiving legs and sinks, one loading spout and two Fairbanks-Morse hopper scales of large capacity. The house is equipped with a Barnard & Leas Wheat Separator, one Cornwall Cleaner, Barnard & Leas Roller Mill and one attrition mill, grain being reduced for the feed trade.

However other elevators are contemplated by local jobbers.

Alcofuel is a name suggested for denaturalized alcohol.

The condition of cotton Sept. 25 was 71.6, compared with 77.3 a month and 71.2 a year earlier.

It is more sensible to buy scarce oats now than to buy surplus wheat. The conditions are exactly the reverse on oats and wheat. I would buy oats and corn every time they are weak and when wheat is strong between the periods of liquidation I would sell that as a good hedge on the coarse grains.—E. W. Wagner.



The Public Elevator at Denver, Colo.

Grain Trade News

ARKANSAS.

Texarkana, Ark.—The warehouse of the Arkansas & Texas Grain Co. was burned at noon Sept. 20. Loss on building, \$5,000; insurance, \$2,500. Loss on grain and hay, \$10,000; insurance, \$6,000. The building was owned by the Stark Grain Co. and H. L. Simpson, the latter being manager. Mr. Simpson was asleep in his office chair and was badly burned before he was rescued by an employee.

CANADA.

Vonda, Sask.—The Northern Eltr. Co. will build an eltr.

Wapella, Sask.—H. G. Dawson has bot the eltr. of R. Nixon.

Birch Hills, Sask.—The Peavey Eltr. Co. is erecting an eltr.

Canora, Sask.—The British America Eltr. Co. is erecting an eltr.

Rosthern, Sask.—The British America Eltr. Co. has bot the eltr. of Wm. Stead & Co.

Winnipeg, Man.—The Anchor Eltr. & Warehousing Co. will succeed the Anchor Cereal Co.

Montreal, Que.—H. J. Stevens and W. H. D. Miller have formed the firm of Stevens & Miller.

Lumsden, Sask.—The Wm. Pearson Co., of Winnipeg, contemplates building eltrs. on both sides of Long Lake.

Midale, Sask.—The Farmers Eltr. is being erected by Ed Johnson, who will soon begin work on the third eltr. at this station.

Vancouver, B. C.—The Hall Eltr. & Grain Co. will soon begin the construction of a flour mill of 500 bbls. daily capacity.

Winnipeg, Man.—The line of the Canadian Pacific Ry. between this city and Lake Superior is blocked with wheat laden cars.

Plum Coulee, Man.—McCabe Bros. of Duluth, Minn., have bot the eltr. of Graves & Riley at this place and are building a house at Rosewell.

Caron, Sask.—A farmer was fatally injured in the eltr. here by catching his head on the top of the door while driving into the building. His wagon was high, and he was thrown backward.

Aylesbury, Sask.—The Wells Land & Cattle Co. has bot the eltrs. on the Prince Albert branch of the Dowd Milling Co. at this place, Craik, Girvin, Bladworth and Dundurn. The houses are new.

Winnipeg, Man.—The Canadian Pacific Ry. has given notice that it is prepared to store smutted wheat in its eltrs. at Port William. It is no longer necessary to send smutty wheat to Port Arthur for cleaning before storage.

Winnipeg, Man.—A notorious bucket-shop operator of Minneapolis is about to open 30 branch offices in Canada, and the secretary of his company is the former local manager of the bucket-shop of the Wisconsin Grain & Stock Co.

Weyburn, Sask.—The eltr. of N. D. McKinnon & Co. collapsed on the morning of Sept. 28, the foundation having given away. The house is a total wreck, but all

of the 25,000 bus. of wheat, with the exception of 1,000 bus., was saved.

Winnipeg, Man.—The Canada Flour Exporting Co. is being formed by the operators of many of the smaller mills in western Canada, with a view to competing with the big millers. John MacLean is the temporary secretary of the company.

Winnipeg, Man.—During September 7,141 cars of wheat were inspected, compared with 6,108 cars in Sept. last year. The wheat is grading high, 1,676 cars inspecting No. 1 hard, compared with 651 cars during the whole of the preceding crop year.

Winnipeg, Man.—Alderman Rinkelstein contemplates applying to the legislature for power to license brokers, suggesting a minimum fee of \$1,000, to prevent unreliable persons from engaging in the option business. Local grain men consider his plan a joke.

Winnipeg, Man.—A squeeze in September oats on the last day of trade in that month occasioned considerable excitement on the Grain Exchange when Bruce McBean bid in about 40,000 bus. for those who were unable to get the grain to the terminal eltrs. in time. The price was bid from 33½¢ to 38¢ without any offerings.

Winnipeg, Man.—Mike Paliczuk was convicted recently of tapping railroad cars and stealing wheat, but on account of being a hardened old sinner the magistrate suspended sentence. If judges continue giving wheat thieves light sentences the criminal element soon will understand that the safest way to accumulate wealth is to rob cars.

Winnipeg, Man.—Many complaints are coming in of shortage of cars in the west. The Canadian Pacific is embarrassed by an increase in its west bound traffic of 30 per cent. This season prior to Oct. 2 points on the Canadian Pacific had received 12,286,000 bus. of wheat, against 7,407,000 bus. during the corresponding period of last season.

Winnipeg, Man.—John P. Jansen and Senator Jansen of Nebraska are organizing a company to operate eltrs. along the C. P. R. and C. N. R. in the Quill Plains country. Mr. Jansen says his eltrs. are practically completed at Wadena, Humboldt, Warman and Langham, and three others are in course of erection at Bruno, Dalmeny and Fielding, Sask.

Montreal, Que.—At the meeting of the Grain Commission here Oct. 3 H. D. Metcalfe strongly commended the new grain inspection act and expressed the opinion that power should be given the inspectors to allow mixing of grain under certain conditions. A case under discussion was where in a shipment of 10 cars, a car of No. 3 was mixed with a car of No. 1 to make No. 2 wheat.

Montreal, Que.—At the annual meeting of the Lake of the Woods Milling Co. the following officers were chosen: Robert Meighen, pres. and managing director; Hon. Robert McKay, vice-pres.; G. V. Hastings, general manager; F. E. Bray, Secy.; F. S. Meighen, treas.; R. Neilson, assistant secy.; W. A. Matheson, manager wheat department. The net

profits for the past year have been \$375,152.

Port William, Ont.—The tie-up of lake traffic by the longshoremen's strike was almost complete. On the night of Oct. 1 the elevator employees of the Canadian Northern Ry. quit work for two hours, demanding an increase to 25¢ per hour, which was granted. The freight handlers strike at Port Arthur was settled next day, the men returning to work at the old scale. At Port William the men remain stubborn. Delay in unloading coal boats prevents the vessels taking return cargoes of grain.

Port Arthur, Ont.—Traffic was resumed on the Canadian Northern Ry. on Sept. 25, the wreck 35 miles west of this city having been cleared away. The blockade lasted several days and tied up 200,000 bus. of wheat. In the earlier accident a bridge crossing a ravine gave way under a wheat train, letting 16 loaded cars down 50 ft. Office Manager Morgan of the British America Eltr. Co. and Supt. Sellers of the C. N. Ry. visited the wreck recently to devise a plan for saving the 18,000 bus. of grain in the cars.

Port William, Ont.—Frank E. Gibbs, Dominion grain inspector, stated to the Grain Commission recently that he was strongly opposed to the methods employed in loading small lots of grain into one boat. The canvas and other partitions were altogether insufficient. Jos. G. King, proprietor of the cleaning eltr. at Port Arthur, stated that he charged nothing for cleaning oats out of wheat, reimbursing himself by keeping the oats. Mr. King said it was ridiculous to refuse to grade wheat that was run thru a drier. Geo. T. Marks, vessel owner, said that a few years ago it was the practice of captains to tip the weighmen at the eltrs. where cargoes were taken on. W. B. Lanigan, gen. frt. agt. of the C. P. Ry., stated that car doors are sometimes so securely nailed that the doors have to be destroyed to get the grain out. When a car is sent to the repair shops on account of damage by nailing the cost is charged against the wheat.

Ottawa, Ont.—An order in council was passed Oct. 1 providing that in every case where grain is stored in any public country eltr. or warehouse in a special bin the warehouseman shall upon request draw a fair and proper sample in presence of the person delivering the same out of each upper load undelivered and such samples shall be properly preserved in a suitable receptacle, numbered and sealed, until after such specially binned grain has been shipped and inspected and the owner thereof has notified the warehouseman that he is satisfied the identity of the grain has been preserved. In case, after the shipment has been inspected, the owner is of the opinion that the identity of the grain has not been preserved he shall notify the warehouseman in writing of the fact, and both parties thereupon shall forward said sample, sealed and charges prepaid, to Warehouse Commissioner C. S. Castle, who shall submit the same to Chief Inspector David Horn to be graded, the grade given by the chief inspector in such a case shall be final and binding on both parties.

Toronto, Ont.—The grain commission in its investigations ran upon a rock in the doubtful meaning of grain inspection rules, when James Livingston, flax mill owner of Baden, Ont., complained that the inspection certificate did not set forth the percent of impurity. Mr. Livingston contended that "commercially" pure in

the certificate meant absolutely pure. W. M. Stark said samples of No. 3 northern grain, averaging 59, had been sent to his firm from an eltr. at Point Edward. When the cars arrived the grain was found to average from 57 to 55½. There was no redress, and a loss of \$400 had to be recorded. Mr. Stark's impression was that the wheat received had been intended for another consignee. The commission inspected a sample of wheat which had been forwarded to them by A. Dobson, Beaverton, from an eltr. as No. 1 northern. It contained a considerable quantity of wild oats. M. Campbell, the Toronto inspector of grain, admitted that he had inspected the grain into the terminal eltrs. as No. 3 and out of eltrs. as No. 2. He said he had done so on the authority of the chief inspector. Pres. James A. Cuttle of the Marine Ass'n, said that the greatest grievance of the ass'n was that vesselmen had no recourse against the eltr. men in the cases where there was a shortage. There was supervision at one end but not at the other. At Fort William the grain was weighed in the buildings and vesselmen had nothing to do with the process. He was told to go to several eltrs., taking from each, say, 40,000 to 50,000 bus., the grain being laid out in 2,000 quarters, lots of 8,000 bus. The captain then signed in blank, and if there was a shortage found when his cargo reached an eastern point the amount was deducted. In some cases the shortage would run 100, 600 or 800 bus. If the wheat came from one eltr. the owner could be held responsible, but with the cargo made up as it was this could not be done.

WINNIPEG LETTER.

Bresaylor, Sask.—Herriott & Milne are building an eltr.

Nanton, Alta.—The Nanton Grain Co. is erecting an eltr.

Wawota, Sask.—An eltr. is being built by the Western Canada Flour Mills Co.

Prince Albert, Sask.—The Prince Albert Milling Co. has bot the 30,000-bu. eltr. of Will & Mansell.

Boissevain, Man.—The McCabe Eltr. Co. of Winnipeg has erected eltrs. at this place, Bannerman, Desford and Fairburn.

St. Albert, Alta.—Of the three eltrs. being erected here one is for the Brackman-Ker Co. and one for the Western Milling Co.

Minto, Man.—The houses of the International Eltr. Co. and the Western Eltr. Co. have been moved to sites on the line of J. J. Hill.

Chief Grain Inspector Horn claims the railway companies are not transporting grain as rapidly as last year, some 300 cars a day being their best average. Seventeen million bus. had been marketed to Oct. 3, and it is expected 35,000,000 bus. out of a crop of 85,000,000, as estimated by Chief Inspector Horn, will have been shipped out of the lake ports by the close of navigation.

CHICAGO.

Memberships in the Board of Trade are selling at \$2,550.

Grain receivers feel pleased with the results obtained thru the new call on cash grain to arrive.

LOST—An oats plunger worth \$1.67. Finder will please throw in the scrap heap and say nothing.

Richard M. Mitchell, a charter member of the Board of Trade, died Oct. 5.

He is survived by the widow and four children.

The Chicago Car Service Ass'n is considering a reduction of the time allowed for inspection and unloading of grain from 5 days to 48 hours.

The Illinois Granaries Co. has been incorporated, capital stock, \$50,000; incorporators, I. P. Rumsey, Frank M. Bunch and George White.

King, Coleman & Co. is a new firm in the grain and stock commission business, composed of Chas. Garfield King, Jos. G. Coleman, Jr., and Howard A. Wrenn.

Fred Dorr, broker of Denver, Colo., has applied to the circuit court for an order restraining Logan & Bryan from discontinuing their telegraphic service to him.

An oats trader plunged one day recently, trading in 200,000 bus. with only \$1.67 in the bank. His membership has been posted for sale and he will quit the Board.

Red Letter Sullivan, whose bucket-shop here was closed after having been raided by the police, has established himself at Pittsburg, Pa., and is again sending out red literature.

A committee to solicit funds to send the First Regiment of the Illinois National Guard to Vicksburg, Miss., to participate in the dedication of the Illinois memorial has been appointed.

H. B. Smith is charged with uncommercial conduct, and will be tried by the directors of the Board of Trade. He is said to have obtained a loan from a bank by manipulating a B/L.

The plant of the Glucose Sugar Refining Co. has been closed indefinitely. It is said the company will build a very large plant at South Chicago for the manufacture of glucose.

The Becker Investment Co. has been incorporated to do a grain commission and brokerage business. Capital stock, \$25,000; incorporators, Leon Stein, Albert S. Louer and others.

Hearing of the charges against D. C. Hoffman was postponed by the directors of the Board of Trade, with a recommendation that he settle with Rumsey & Co. and Marfield, Tearse & Noyes.

Recent applications for membership in the Board of Trade are those of John J. Sullivan, Leon Stern, Giles W. Brown, John Andrew McLeod, John A. Tiedman, Jas. R. Chapman and Edward C. Travis.

John W. Cassidy of the Cassidy Commission Co., of Quincy, Ill., has been expelled from the Board of Trade for bucket-shopping. It is said half of the trades taken by his company were not executed on the Board.

The cash grain department and offices of the Northern Grain Co. have been removed to Manitowoc, Wis., where General Manager James G. Martin will reside. The commission branch will continue at Chicago in charge of Fred S. Lewis.

The Rock Island road had an exhibit train on track at Chicago Oct. 5 to 8, with the products of southwestern Kansas. Some of the grain was sold on 'change by Rumsey & Co. The train was handsomely decorated with banners from end to end.

The directors of the Board of Trade on Oct. 9 voted to retire the 11 memberships which have been posted for withdrawal under the rules. The Board will pay the applicants \$2,400 each for their memberships. If all the members who

have applied for withdrawal accept the Board's offer, the membership will be reduced to 1,734, the smallest number in a long time.

The Chicago, Milwaukee & St. Paul Ry., effective Oct. 22, will accept same proportions to Chicago on grain moving east via lake as on shipments to New York all rail from Illinois points shown in Chicago, Milwaukee & St. Paul G. F. D. No. 2496-A.

The names of all solicitors employed by members of the Board of Trade have been posted on the Board. The directors have passed a resolution that the names of solicitors must be posted for 10 days before final approval. The total number now employed is 175, and one firm has 34 men out.

Ware & Leland have taken out their Minneapolis wire, and another firm contemplates discontinuing its wire to that market. Some of the large northwestern firms, which formerly hedged thru brokers here, are now having these orders executed thru firms of their own. As commission merchants they pay themselves \$2.50 per thousand bus., out of which they need give the pit trader only 50 cents.

Officers of the Board of Trade Mutual Benefit Ass'n have refused to serve longer unless more interest is shown by members. The election of officers has been postponed for two months. During the last year there were ten deaths and four resignations. The total membership is now 715, twenty-six new members coming in during the year. There was paid in beneficiaries during the year \$27,591, and since the birth of the organization in 1892 there has been paid out in benefits \$441,215.

Applications for the sale of memberships in the Board of Trade have been made recently by C. D. Fuller, Jay C. Van Kirk, Cecil C. Fogarty, Martin G. O'Brien, James O. Monroe, Chas. F. Chapman, W. J. Rardon, estate of W. D. Hillabrant, estate of Ira J. Mason, estate of Thos. Barrett, Leonard Allen, Jr., Arthur L. Mills, Gervais S. Semmes, Geo. Hubbard, James M. Smith, B. H. Ettleson and Oliver C. Hammond. Several of the foregoing have made applications to sell their certificates to the Board directly.

Geo. L. Stebbins, local manager of the Santa Fe Eltr. Co., has announced that the new eltr. will be opened Oct. 15 as a public eltr. The up-to-date equipment of this house is at the service of all shippers under moderate charges. It is expected that other roads also will give 10 days free storage. The schedule of charges is: 1. On all grain ordered to Santa Fe Eltr. for transfer and shipment by rail, a charge of ¼ cent per bu. will be made and will include 10 days free storage. 2. On all grain ordered to Santa Fe Eltr. for unloading from cars and fobbing to vessel, a charge of ½ cent per bu. will be made and will include 10 days free storage. 3. Clipping, ¼ cent per bu. 4. Cleaning, ¼ cent per bu. 5. Bleaching, ¼ cent per bu. 6. Mixing, ¼ cent per bu. 7. Charges for drying grain will be made upon application, and will be based upon the condition of the grain, with a minimum charge of 1 cent per bu. 8. On all grain received, which is held in the eltr. for a period longer than 10 days, a storage charge of one-fortieth cent per bu. per day will be assessed. 9. All grain handled at owner's risk of loss, damage or shrinkage.

IDAHO.

Idaho Falls, Ida.—The Western Milling & Eltr. Co. has been incorporated with \$50,000 capital stock.

Nezperce, Ida.—Charles Pleas of Berlin, Germany, one of the directors of the Seattle Malt & Brewing Co., is planning to establish an export business in barley and other malting grains between this country and Germany. He intends to buy large quantities of these grains in this country and build large warehouses in Seattle, from where the grain will be shipped direct to Germany for use in the manufacture of beer. A. C. Eitzen of this place will act as purchasing agent for the Nezperce district.

ILLINOIS.

Sidney, Ill.—M. J. Wilson has disposed of his eltr. business.

Lee, Ill.—M. J. Harris has exchanged his eltr. property for land.

Bearsdale, Ill.—The Bearsdale Farmers Grain Co. will be dissolved.

Tower Hill, Ill.—L. S. Culp & Sons have begun work on a \$6,000 eltr.

Mackinaw, Ill.—Viemont Bros. have exchanged their eltr. for farming land.

Dorans, Ill.—Theodore Roth will act as mgr. for the Farmers Grain & Eltr. Co.

Union Hill, Ill.—Albert Smith has succeeded his father in the grain business.

Athens, Ill.—W. B. Ayers has succeeded Alvin Cantrall as mgr. of the farmers' eltr.

Galesville, Ill.—Mr. Peterson has purchased the grain business of J. L. Caldwell.

Shannon, Ill.—J. B. Backer and H. C. Good have leased the eltr. from the farmers.

Sullivan, Ill.—The Sullivan Grain Co. has succeeded L. R. Smith at Sullivan and Cushman.

Champaign, Ill.—Finley Barrell & Co. have opened a branch office here in charge of M. L. R. Tankersley.

Oakland, Ill.—J. T. Sims of Frankfort, Ind., has bot the large eltr. here of A. E. Thomas, thru John A. Rice.

Wenona, Ill.—The firm of J. H. Taggart & Son has been dissolved and H. M. Taggart will continue the business.

Gibson City, Ill.—The Farmers Eltr. Co. has voted not to buy grain from anyone not a shareholder in the company.

Evanston, Ill.—Chas. G. Kline, pres. of the Evanston Eltr. & Coal Co., feed dealers, shot his wife and himself Sept. 28.

Grand Chain, Ill.—The Pulaski County Farmers Mill & Eltr. Co. has increased its capital stock from \$8,000 to \$15,000.

Griswold, Ill.—The Rogers Grain Co. will remodel its eltr. here, building an entirely new system of bins.—C. Klingsnorth, mgr.

Mill Shoals, Ill.—Ed Rice of Ridgway has bot the eltr. here and is doing business here and at Ridgway as Devous & Rice.

Ashton, Ill.—We have sold our eltr. advertised in the Grain Dealers Journal to O. C. Baker of Scranton, Ia.—A. L. Clark & Co.

Assumption, Ill.—W. C. McGuire has resigned his position as mgr. of the farmers' eltr. and will leave for the South, where he has rice lands.

Tolono, Ill.—The grain and coal business heretofore conducted by myself will be continued by the firm of Edwards & Creamer, James A. Creamer having been

taken into full partnership.—A. H. Edwards.

Atlanta, Ill.—O'Hara, King & Co., formerly of Carlock, have assumed control of the eltrs. here of Quigg, Tanner & Co., with Archie Applegate as mgr.

Inkster Siding, no P. O., Ill.—Inkster Bros., of Hersher, have built a 30,000-bu. eltr. here and Frank Prusher will be mgr. This station is 3½ mi. north of Buckingham.—S.

Fisher, Ill.—Miles & Ricketts have torn down their old eltr. and are replacing it with a new building, which will be equipped with an Improved Hall Signaling Grain Distributor.

Plainfield, Ill.—Chas. V. Barr has bot the interest of Levi Whipple in the firm of Whipple & Barr, and will conduct the business at this place, Caton Farm and Frontenac in his own name.

Kankakee, Ill.—C. E. Potter has opened a branch office of the Hammond Eltr. Co., a concern which the courts have decided has no right to the grain quotations of the Board of Trade.

Bryce, Goodwine P. O., Ill.—The Bryce Farmers Grain Co. has been incorporated to deal in grain and fuel. Capital stock, \$8,500; incorporators: Harmon Schaumburg, Harmon Ferdinand and B. F. Hislop.

Atlanta, Ill.—J. H. Ward, who has been managing the grain business for Quigg, Tanner & Co., expects to leave for Colorado to make his home there. He goes there with the expectation of improving his health.

Spencer, Ill.—About 100 bus. of corn and 400 bus. of oats were taken from Henry Stillwegen's eltr. on the nights of Sept. 26 and 27. Efforts are being made to trace the thief. Albert Minger is mgr. of the eltr.

Jessie, Hume P. O., Ill.—The grain eltr. owned by Harry G. Epps was burned Sept. 28, together with 25,000 bus. of oats. Loss about \$15,000 with \$14,000 insurance. Sparks from a passing locomotive are blamed for the fire.

Irwin, Ill.—Ferris & Kerin, who own an eltr. here, are mgrs. for the R. T. Cummings Grain Co. and operate both eltrs. under the name of the latter. They will also manage the bank which R. T. Cummings will establish here.

Alhambra, Ill.—H. Prange & Sons have filed suit to recover damages amounting to \$9,556 from the Toledo, St. Louis & Western R. R. Co. They claim their eltr. which burned in June was set on fire by sparks from a passing engine.

Winnebago, Ill.—An attempt was made to rob the safe of the Winnebago Grain & Lumber Co. Sept. 25. The safe was blown open, but the noise of the explosion must have frightened the robbers, as nothing of value was found missing.

Atlanta, Ill.—Adams & Iddings bot at public sale on Sept. 29 the eltrs. which they had been leasing of the farmers, and W. H. Adams has moved to town and will continue as mgr. The farmers became dissatisfied with the grain business.

Peoria, Ill.—Adolph Bosch, for 15 years local manager of the D. Rothschild Grain Co.'s malt house, has left for Chicago to take charge of the malt house recently purchased by the company at Chicago. The house here will not again be operated.

Springfield, Ill.—W. Scott Cowen, now chief grain inspector, J. A. Willoughby, a member of the old civil service commis-

sion, and Wm. A. Boys of Streator, are mentioned as likely to be appointed on the Illinois Railroad & Warehouse Commission.

Monticello, Ill.—Arguments in the quo warranto proceedings against the Monticello Grain Co. were heard Oct. 6. The court said the directors had not passed the by-laws that made the monopoly thru the penalty clause. The petitioners took an appeal to the appellate court of the third district, and will file a bill of exceptions in 40 days.

Warrensburg, Ill.—Percy B. Sullivan and Guy Randolph have been indicted on the charge of conspiracy to defraud, as an outgrowth of the failure of the Warrensburg bank, of which Randolph was cashier. Sullivan ran an insurance club several years ago, insuring grain eltrs., and on account of his fraudulent methods was convicted and sent to prison.

Monticello, Ill.—The eltr. of the Monticello Grain Co., which burned Sept. 21, contained about 2,700 bus. of oats, 11,000 bus. of corn, and 2,300 bus. of seed wheat, and the total value was about \$16,000. The building was insured for \$8,500 and there was \$9,000 insurance on the grain. As soon as permission could be obtained from the insurance company men began loading the damaged grain into cars for shipment. The Knight Grain Co. offered to lease one of its eltrs. for 30 days, but the offer was refused. Later negotiations were begun for the purchase of one of these eltrs. A meeting of stockholders was held Sept. 29 and plans made for the rebuilding of the eltr. The capital stock of the company will be increased from \$15,000 to \$30,000, and each stockholder will have the privilege to hold 12 shares instead of 6, the former limit. The new eltr. will be begun at once, and will have a capacity of 70,000 bus., 20,000 bus. more than the burned one.

INDIANA.

North Grove, Ind.—Houck & Royce have succeeded W. H. Houck.

Kempton, Ind.—L. H. Jordan has bot the eltr. here for \$20,000 of M. J. Lee, Crawfordsville.

Gar Creek, Ind.—Herman Hockmeyer recently sustained severe injuries to his hand at the eltr.

Indianapolis, Ind.—The Board of Trade recently decided not to lease offices in its new building to bucket-shops.

Burrows, Ind.—Hiram Kerlin dropped dead at his home Oct. 1. His death was caused by neuralgia of the heart.

Boonville, Ind.—Indiana Mill & Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, Henry Roetzel, Jasper H. Thornburg and S. A. Folsom.

Wolcott, Ind.—A. M. Ludeman, who recently sold his eltr. to Wilkinson & Co., writes that he will remove to Anthony, Kan., to engage in the real estate business.

Wellsboro, Ind.—Sam Finney is building a transfer and cleaning eltr. here at the junction of the Grand Trunk, B. & O. and the Pere Marquette Ry. The nearest station is Laporte.

Terre Haute, Ind.—The Indiana-Illinois Eltr. Co. incorporated; capital, \$500,000. Eltrs. will be built along the Chicago division of the Southern Indiana R. R. Directors: Paul Kuhn, S. Austemiller and W. H. Bartlett.

Chalmers, Ind.—J. F. Pearson having sold his elevators at Battle Ground and Riverside to the Crabbs-Reynolds-Taylor

Co., has formed a partnership with T. D. Kenney of Chalmers, and will erect a 30,000-bus. elevator on the Monon.

Evansville, Ind.—Ex-Senator William Rahm, a well known grain dealer, was married to Miss Ida Hille of this place last month. Miss Hille was manager of Mr. Rahm's buying station on the L. & N. in Union township.

Walkerton, Ind.—B. I. Holser & Co., are repairing their elevator. The building will be raised 26 ft., a cement crib placed underneath and a corn crib with a capacity of 15,000 bus. built, increasing the capacity to 50,000 bus.

INDIAN TERRITORY.

Oktaha, I. T.—A 12,000-bu. eltr. is being built for the Rea-Patterson Grain Co. by P. H. Pelkey. It will be used to handle corn.

Skiatook, I. T.—H. C. Sullivan will act as manager of the 15,000-bu. eltr. which has just been completed by the Midland Mill & Eltr. Co.

IOWA.

Mt. Union, Ia.—Will Hillyard has purchased the eltr. of Williams & Hobbie.

Maurice, Ia.—Mike King's eltr. caught fire recently and narrowly escaped burning.

Melbourne, Ia.—F. H. Wallace is out of the grain business.—Mrs. F. H. Wallace.

Berkeley, Ia.—The Farmers Eltr. & Live Stock Co. has bot the eltr. of the M. & I. Eltr. Co.

Harcourt, Ia.—We have succeeded the P. M. Howard Grain & Live Stock Co.—Smith & Chalgren.

Somers, Ia.—Several improvements have been made at the eltr. of the Iowa-Minnesota Cereal Co.

Pomeroy, Ia.—The Rockwell City Farmers Eltr. Co. will build an eltr. with capacity of 15,000 bus.

Davenport, Ia.—The plant of Davenport Malting Co. was damaged by fire Sept. 15 to the extent of \$3,000.

Somers, Ia.—The Farmers Eltr. Co., recently incorporated, has bot for \$2,000 the eltr. of L. J. Button.

Nashua, Ia.—The Farmers Eltr. Co. has started in the coal business by renting an office and selling off the car.

Pocahontas, Ia.—The Farmers Elevator Co. has resolved to sell \$3,500 worth more of stock and rebuild its burned eltr.

Buffalo Center, Ia.—F. S. Liverman is building a 20,000-bu. eltr. here, increasing his storage capacity to 50,000 bus.

Washington, Ia.—Wm. A. Whiting will probably rebuild his burned eltr. as the farmers may aid him in raising money.

Woodward, Ia.—I have sold the eltr. of H. Lawbaugh advertised in the Grain Dealers Journal.—Thos. Holmes, Stuart.

Luzerne, Ia.—A. F. Tatge has sold his eltr. and implement house, etc., to the newly organized Farmers' Mercantile Co., for \$7,000.

Buckingham, Ia.—I have resigned my position with Chas. Ripple, at Miller, and accepted another here with Nye-Schneider-Fowler Co.—Chas. Wellik.

Dixon, Ia.—The eltr. and warehouses of John Daman & Co. burned Sept. 27. Loss, about \$25,000; insured. The fire started in the roof of the engine room.

Manson, Ia.—The Farmers Eltr. Co. has bot the Rock Island Eltr., capacity

50,000 bus., from J. A. Wheeler of the Wheeler Grain & Coal Co., for \$4,800.

Owego, Salix P. O., Ia.—A 25,000-bu. eltr. is to be built by the Younglove Construction Co. for B. M. Stoddard & Son of Sloan, Ia. It will be equipped with a 25 h. p. gasoline engine.

Barnum, Ia.—The local bank recently refused to honor the checks of the Farmers Eltr. Co. on account of an overdraft of \$1,300. The company owed \$5,500 and had on hand only 8,000 bus. of oats.

Iowa City, Ia.—The Hummer Mill Co. has given the Barnard & Leas Mfg. Co. the contract for building a concrete eltr., 24 x 24, on ground and 30 ft. high, also an order for a feed mill outfit and sheller.

Sioux City, Ia.—The committee of the Commercial Club which is soliciting subscriptions for the erection of a terminal grain eltr. is composed of Wm. Milchrist, Henry J. Hutton, F. L. Eaton, G. B. Healy, W. P. Manley and L. L. Kellogg.

Abbott, Ia.—With a view to maintaining a grain market, the business men and farmers near Abbott have formed a company, capital \$6,000, and have bot the grain eltr. here, of the Ober-Kingsbury Co. D. M. Leach and others are interested.

Davenport, Ia.—The Glucose Sugar Refining Co. has bought an old factory for a consideration of \$18,000, and after tearing down the present building will build an annex to its plant, covering the entire site, 60 x 650 feet, and costing not less than \$400,000.

Cedar Rapids, Ia.—J. W. Hutchinson expects to leave the Wells-Hord Grain Co. about Nov. 1, to go to Central City, Neb., where he becomes manager of the J. B. Hord Grain Co. Alex. K. Dorley, formerly auditor for the Nye-Schneider-Fowler Co., will succeed Mr. Hutchinson as manager.—Wells-Hord Grain Co.

Des Moines, Ia.—The improvement in the "stand" of corn may unquestionably be considered as the direct result of the work of the Iowa State Agricultural College, Prof. Holden and the seed corn special trains. In other words, 25,000,000 bus. of corn have been added to the crop of this state as the result of the work done by Prof. Holden, his assistants and the seed corn special trains.—Geo. A. Wells, secy. Iowa Grain Dealers Ass'n.

The E. R. Dibble Co., with headquarters at Minneapolis, Minn., writes that it has purchased the eltrs. of the Anchor Grain Co. at the following stations: Bailey, Ia., J. D. Allen, mgr.; Riceville, J. G. Leary, mgr.; Lowther (Acme P. O.), Dan Noonan, mgr.; Elma, John Mantz, mgr.; Alta Vista, H. H. Timmermans, mgr.; Devon, Will Mantz, mgr.; New Hampton, P. H. Brannon, mgr.; Sumner, V. D. Munger, mgr.; Aurora, John Myrton, mgr.; Allison, Harry Berry, mgr.; Bristow, Geo. Bartow, mgr.; Dumont, Geo. L. Mork, mgr.; Hansell, G. N. Hartgraves, mgr.

This is seed corn harvest day in Iowa. Circulars urging farmers to celebrate the day have been sent out by the Iowa State Industrial League, composed of the Iowa Grain Dealers Ass'n and agricultural societies. The League does most urgently request that the farmers, business men and the press use their utmost influence to establish the second Wednesday of October to be known annually as "Seed Corn Harvest Day" and that the farmers of Iowa will celebrate that day by going into the best of their fields and harvesting their seed corn according to Prof.

Holden's suggestion: "If every ear of corn that is to be used for seed in Iowa next year could be harvested this fall not later than October 10th and hung up where it will dry out thoroughly before the bitter cold freezes of November, it would add millions of dollars to the wealth of Iowa."

KANSAS.

Keighley, Kan.—J. S. Cline has gone out of business.

Lecompton, Kan.—F. C. Baughman has succeeded P. E. Kern.

Olivet, Kan.—Moore & Mason have succeeded Wilson & Brandon.

Melvorn, Kan.—Moore & Mason have succeeded the Melvorn Gr. Co.

Vassar, Kan.—Quenemo Mill & Eltr. Co., of Quenemo, is buying grain here.

Anson, Kan.—Baden Milling Co., of Winfield, has succeeded Samuel Myers.

Abbeyville, Kan.—The Farmers Eltr. Co.-op. Ass'n has installed hopper scales.

Norton, Kan.—The Farmers Milling & Eltr. Co. incorporated; capital stock, \$50,000.

Black Wolf, Kan.—Weber & Pierano, of Wilson, have succeeded Kroboth & Do-leck.

Rock, Kan.—The New Era Milling Co., of Arkansas City, has succeeded J. T. Dale.

Quenemo, Kan.—The Quenemo Mill & Eltr. Co. has succeeded John Charlesworth.

Ashton, Kan.—The New Era Milling Co., of Arkansas City, has succeeded G. W. Berry.

Haven, Kan.—The Pacific Eltr. Co., of Kansas City, Mo., has succeeded William H. Donnell.

Iola, Kan.—A meeting of the Southeast Kansas Grain Dealers Ass'n was held here Sept. 26.

Olathe, Kan.—T. G. Graham has leased the eltr. of Hodges Bros. and will re-enter business.

Richland, Kan.—Morrison Gr. Co., Kansas City, Mo., has succeeded John Charlesworth.

Michigan Valley, Kan.—Quenemo Mill & Eltr. Co., Quenemo, has engaged in the grain business here.

Garber, Kan.—We have sold our eltrs. at Garber, Renfrow and Uncas.—Stevens-Scott Grain Co., Wichita.

The annual meeting of the Kansas Grain Dealers Ass'n is to be held at Kansas City, Mo., in January.

Marquette, Kan.—The Mound Ridge Milling Co., Mound Ridge, has succeeded the Pacific Eltr. Co., Kansas City, Mo.

Willis, Kan.—J. D. Harpster has taken his son, C. A. Harpster, into partnership under the firm name of Harpster & Harpster.

Cortland, Kan.—M. S. Kempton, of Husher, Kan., has succeeded Walter Thomson as manager of the Bossemeyer Bros. eltr.

Humboldt, Kan.—Dickinson Bros. have bot an eltr. at Robinson, Kan., and moved it here. They will be ready for business in the spring.

Valeda, Kan.—No eltr. is operated here, the four buyers here representing Coffeyville firms, ourselves among them.—Walton Grain Co.

Chaplin, Kan.—The Holyrood Grain & Supply Co.'s eltr. was burned Sept. 9. Insurance partially covers loss; 9,000 bus.

of wheat, value \$5,000, and building, \$3,000. The house will be rebuilt.

Atchison, Kan.—Herman Schreiber, who had his arm broken in the machinery at the eltr. of the S. R. Washer Gr. Co., is recovering.

Palmer, Kan.—John G. Schwartz, asst manager for Baker-Crowell Gr. Co., has become mgr. for the State Eltr. Co., at Hallam, Neb.—W. C. Brown, agt.

Concordia, Kan.—Eltr. owned by Charles Swartz burned with contents night of Oct. 2; cause unknown. Total loss: Will probably rebuild.—G. B. Lint, mgr.

Elsmore, Kan.—W. D. Cox & Son are building a \$5,000 eltr., 28 x 36 ft. and 60 ft. high, having capacity of 10,000 bus. The eltr. will be one of the largest in southwestern Kan. A 15 h. p. gasoline engine will be used.

Dexter, Kan.—The S. C. Adams Mercantile Co. eltr., constructed of concrete and round in form, is almost complete. It is equipped with a Fairbanks-Morse 15-h. p. engine, and 300-bu. hopper scales. Levi Schrader will be in charge.

White Cloud, Kan.—We are not handling grain at Brenner and Troy, Kan. We lately sold our business at those stations, no eltrs. We are operating eltrs. at this place, Rulo and Dawson, Neb., and Fortescue, Mo.—John H. Lynds Mill & Eltr. Co.

Topeka, Kan.—The August report of John W. Radford, state grain inspector, is that 6,878 cars of wheat were inspected; 121 reinspected; \$5,681.45 received in inspection fees; \$4,512.95 paid to state treasury. In July \$3,776.75 was turned into treasury, and August a year ago, \$6,290.30.

KENTUCKY.

Fulton, Ky.—The Western Kentucky & Tennessee Millers Club held its annual meeting Sept. 22 and the following officers were elected Pres., C. H. Beshers, Clinton, Ky.; vice-pres., J. T. Burton, Fulton, Ky.; secy., E. C. Flegle, Arlington, Ky.

Owensboro, Ky.—The Owensboro Grain Co. has been incorporated with \$10,000 capital stock and will operate the warehouse on which work was begun about three weeks ago. Incorporators: T. R. Hardy and R. W. Richards of Rockport, Ind., H. E. O'Bryan of Owensboro, and G. W. Robinson of Maceo.

LOUISIANA.

New Orleans, La.—Thos. P. Doty, assistant secy. of the Central Elevator & Warehouse Co., is charged by officials of the Illinois Central Railroad with having embezzled \$11,037 paid by Steinhart & Co. for 26,690 bus. of corn. It is said that large quantities of grain have mysteriously disappeared from the Illinois Central Eltrs.

New Orleans, La.—Grain exports from New Orleans during the month of September amounted to 1,204,000 bus. wheat, 34,285 bus. corn and 30,000 bus. oats; compared with 112,000 bus. wheat, 53,323 bus. corn and no oats exported during the corresponding month of 1905, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

MARYLAND.

Hagerstown, Md.—Upon application of John W. Schooley, a member of the firm, Alexander R. Hagner and Col. Charles A. Little were appointed receivers for D.

L. Kenly & Co., dealers in grain and coal. The members, Mr. Schooley and Davies L. Kenly, wish to dissolve partnership.

MICHIGAN.

Caro, Mich.—The Caro Eltr. Co. is my successor.—F. E. Kelsey.

Farwell, Mich.—W. C. Fuller has been making improvements on his eltr. and mill.

Menominee, Mich.—The Carpenter-Cook Co. denies the report that it will build a mill and eltrs.

Carleton, Mich.—Theodore Kahlbaum, grain dealer and miller, was married in August to Miss Augusta Krebs of Waltz.

Salo, no P. O., Mich.—The Finnish Milling Co. will build a large wheat storage house and mill at this point, which is near Hancock.

Flint, Mich.—J. P. Burroughs & Son have purchased the Edwards Bros. eltr., which increases their storage capacity to 75,000 bus. They have also installed machinery increasing the capacity of their mill to 200 blbs.

North Branch, Mich.—The North Branch Grain Co. has succeeded the North Branch Grain Co., Ltd. The officers of the new company are Pres., C. M. Carran; vice-pres., J. F. Heath; secy. and treas., W. Mahon.

Detroit, Mich.—The J. D. McLaren Co. has been incorporated with \$30,000 capital stock. Incorporators: John D. McLaren, Plymouth; Arthur C. Vansickle, South Lyons, and others. The company will engage in the grain and coal business.

Port Huron, Mich.—Several union grain scoopers have a grievance against the Grand Trunk Eltr. Co. They had been receiving 35c an hour for day work and 50c for overtime. Secy. Menish decided to cut off the extra 15c and non-union men were hired instead. The Union has held a meeting to consider the grievance.

Vandalia, Mich.—An attempt to burn the Michigan Central Eltr. was made recently. The floor had been sprinkled with kerosene and a sprinkler stuffed with old rags had been placed near a large gasoline tank and then set on fire. Fortunately the fire was discovered and extinguished before much damage was done, but two men were badly burned in putting out the flames.

MINNEAPOLIS.

Free switching has been conceded to all at Minnesota Transfer.

A fireproof grain eltr. will be erected by the Gould Eltr. Co. in Northeast Minneapolis.

The Occident Eltr. Co. has removed its headquarters from Jamestown, N. D., to Minneapolis.

The reconignment charge between Minneapolis and St. Paul has been cut from \$5 to \$2.

N. J. Shannon, for many years in the employ of G. W. Van Dusen & Co., died Sept. 30, aged 68 years.

E. S. Wordworth has purchased the property and plant of the Diamond Eltr. & Milling Co. for \$42,000.

J. A. McGean of New York, of the American Linseed Oil Co., has applied for membership in the Chamber of Commerce.

The Purity Malt Co. has been incorporated with \$600,000 capital stock. In-

corporators: Peter Lauritzen, Arthur Stremel and Thomas J. Skeller.

The Pacific Eltr. Co., of which Henry Poehler is pres., W. A. Poehler, secy., and C. F. Poehler, treas., has increased its capital stock from \$150,000 to \$200,000.

DeWitt R. Wagner, one of the pioneer business men of Minneapolis and head of the grain commission firm of D. R. Wagner & Co., died Oct. 4 after a lingering illness. A widow, a daughter and four sons survive him.

H. F. Robinson, a member of the Vaughn bucket-shop firm, who was arrested last spring in New York and indicted by the government for use of the mails with intent to defraud, has forfeited his \$1,500 cash bail rather than stand trial.

The Chamber of Commerce has adopted a rule requiring the eltr. to ship out four per cent daily of any given quantity when the buyer furnishes cars, after the warehouse receipt is turned over to buyer. Charging storage is prohibited if the eltr. fails to get out that amount.

The Chamber of Commerce decided Sept. 28 to establish a call on grain to arrive, similar to that established in July on the Chicago Board of Trade. The call will be under the control and management of a committee of five members appointed by the pres. with the approval of the directors.

At the annual election of officers of the Chamber of Commerce, held Oct. 4, Peter B. Smith and John D. McMillan were re-instated as pres. and vice-pres. respectively, and G. F. Ewe, A. C. Loring, F. B. Wells, F. A. Hallet and W. O. Timmerman were chosen directors. In celebration of his re-election, Mr. Smith distributed two barrels of big red apples to the non-smokers and five boxes of cigars to those who enjoy the weed.

MINNESOTA.

Silver Lake, Minn.—John Pokornoski's eltr. has burned.

Taopi, Minn.—Will Gordon has succeeded Gilchrist & Co.

Westbrook, Minn.—The Farmers Eltr. Co. has succeeded K. Kruger.

Davidson, Minn.—The Federal Eltr. Co. has erected an eltr. at this place.

Austin, Minn.—M. M. Guthrie's eltr. was struck by lightning recently, but slightly damaged.

Pratt, Minn.—The Sheffield Mill & Eltr. Co. has been making extensive improvements on its eltr.

Browns Valley, Minn.—Lindquist Bros. are erecting an eltr. on the Dakota shore of Traverse Lake.

Winona, Minn.—C. W. Miller & Son lost about 50 cars of screenings in the sheep feeding warehouse, recently burned.

Plummer, Minn.—A. Alrick is now the agent at the Homestead Eltr. Co. eltr., formerly belonging to the Prairie Eltr. Co.

Middle River City, Minn.—G. A. Berg, of Ada, has succeeded O. H. Peters as manager of the Lake Falls Milling Co.'s eltr.

Glencoe, Minn.—The Farmers Union Eltr. Co. is erecting a mixing house here. R. E. Van Vleck will have charge of the house.

Duluth, Minn.—A committee of the North Dakota Bankers Ass'n has visited this city to investigate the grain trade. The committee visited the eltrs., the railroad yards and the grain inspection offices.

The committee will make a report and also a report to the North Dakota legislature.

Northfield, Minn.—Burglars broke into the office of the Farmers Eltr. Co., Sept. 30, but obtained nothing.

New Ulm, Minn.—The North Star Grain Co. has amended it articles of incorporation to permit an indebtedness of \$500,000.

Deer Creek, Minn.—John Davis has leased the eltr. of the Farmers Eltr. Co. for three years and will be ready for this season's crop.

St. Paul, Minn.—W. H. Taylor, special representative of the Interstate Commerce Commission, has been here to get evidence of a combination between railroads and the large eltr. companies.

Stockholders in co-operative companies are liable under the constitution of Minnesota for double the amount of their stock, for the debts of the corporation and the expenses of a receivership.

Kasota, Minn.—Alfred Halvorson has disappeared. It is feared he was drowned in the Minn. river. He was an old employe of the Hubbard & Palmer Co., and had charge of the cleaning house.

Duluth, Minn.—A. D. Thomson & Co. received a record breaking car of grain, weighing 2,160 bus. gross; the record previously being 1,900 bus. gross, and the average 1,000 bus. The car was Great Northern No. 31,344.

Little Falls, Minn.—The merchants committee on grain has secured considerable amount of money to be used in handling grain, should the market make it necessary. A stock company will be formed to buy grain.

Duluth Minn.—The Board of Trade is the winner in the suit brot by the atty-gen. at the instance of the Minnesota Farmers Exchange to have the Board's charter taken away for alleged restraint of trade. Atty-Gen. Young will appeal to the Supreme Court.

Clara City, Minn.—Clara City Farmers Eltr. Co. incorporated; capital stock \$30,000; incorporators, Jacob Berghuis, H. U. Theessen, Jacob Stefens, D. W. Ammerman, Joest Asche, Andreas Andresen, and Gustave Wobschall. Work on the eltr. will soon be commenced.

The line of eltrs. formerly operated by the Twin City Eltr. Co. at Deering, Berthold, Stanley, Ross, White Earth, Tioga, Ray, Wheelock, Spring Brook, Williston, Trenton and Buford in North Dakota have been purchased by us.—Victoria Eltr. Co., Minneapolis, Minn.

Vice-Pres. Clark denied that the Omaha road allowed the Peavey and other eltrs. at Butterfield advantages over the farmers eltr. He denied that the Omaha was interested in the Peavey Eltr. Co., but admitted that it made an allowance of \$1.50 for each grain door furnished. He said, also, that L. Stark & Co. of Chicago were paid for lining in cars used to ship potatoes in, but didn't know that St. Paul potato shippers had to line the cars at their own expense.

St. Paul, Minn.—Vice-Pres. Clark of the Omaha road on Oct. 5 denied the charge that his company had paid the mills at New Richmond, Wis., \$90,000 in rebates. Before the railroad commission Mr. Clark said: We have a tariff on wheat from Minneapolis to Chicago of 10 cents a hundred and then we have different arrangements on wheat shipped to

points east of Chicago. By this latter arrangement a receipt is furnished us which gives the shippers a refund.

MISSOURI.

Kansas City, Mo.—Memberships in the Board of Trade are selling at \$2,000.

Kansas City, Mo.—I. M. Yost of Hays City has purchased the membership of T. J. Holdridge, in the Board of Trade.

Kansas City Mo.—The transportation dept. of the Board of Trade is endeavoring to have the high switching charges reduced.

Kansas City, Mo.—E. O. Bragg, formerly a member of the Kemper Gr. Co., has entered business for himself and bot a membership in the Chicago Board of Trade.

Kansas City, Mo.—Captain Ben. F. Paxton died suddenly on the evening of Oct. 1. He came to Kansas City in 1893 and became a member of the Kemper Grain Co. Later, disposing of his interests in this business, he associated himself with W. Hail of the Paxton Gr. Co., of which firm he was a member at the time of his death.

Kansas City, Mo.—The Chicago Great Western has issued a schedule of charges for handling grain thru its eltrs. Transfer is free on grain going out over the company's line to Chicago, Minneapolis or beyond. If within 15 days after receipt the grain is ordered out via another line the charge is $\frac{3}{4}$ c per 100 lbs. for transfer, plus the regular switching charge. After 15 days the storage charge is $\frac{1}{4}$ c per bu. for each 10 days. If delayed in going out, by the railway, there will be no charge. At the St. Joseph eltr. the company will pay one-half of the insurance premiums. An extra charge of $\frac{1}{4}$ c is made for scouring, cleaning or clipping.

Kansas City, Mo.—Very liberal regulations have been made by the Santa Fe Ry. for the use of its eltrs. here. On all grain ordered to Eltr. A for direct transfer and shipment, a charge of $\frac{1}{4}$ c per bu. is made, paid by the outgoing railway. If forwarded over the Santa Fe 10 days' storage free. On grain ordered to Eltr. A and forwarded via other lines $\frac{1}{4}$ c per bu. for transfer if forwarded in 10 days. Cleaning and mixing, $\frac{1}{4}$ c; clipping, $\frac{3}{8}$ c; rehandling, $\frac{1}{4}$ c. After the first 10 days, storage is charged for at the rate of $\frac{1}{4}$ c per bu. for each 30 days. No charge for cleaning, mixing, clipping or rehandling when the grain is shipped via the Atchison, Topeka & Santa Fe.

St. Louis, Mo.—The Southeastern Millers Ass'n at its recent annual meeting here called upon the Merchants Exchange by resolution to improve the quality of wheat delivered out on contracts. The grain dealers were called into conference. Edward F. Catlin, a former member of the grain committee of the exchange, said: The chief trouble with the St. Louis market lies in the inspection, and there you will find the remedy. I have never seen the grain or any other committee of the exchange stand up and fight for honest grades. The exchange has rights and duties in this matter, and it has neglected to assert the one and been woefully lax in accepting the other. During the agitation last spring, started by Missouri millers, the exchange stood by like its hands were tied.

MONTANA.

Bearcreek, Mont.—An eltr. will be erected by the Bear Creek Mining Co.

NEBRASKA.

Cortland, Neb.—The Beatrice Corn Mill will build an eltr.

Hardville, Neb.—The Lexington Milling Co. has completed an eltr. here.

Bloomfield, Neb.—Kracht & Briggs will install an improved Hall Signaling Distributor.

Plattsmouth, Neb.—Chas. L. Jean has succeeded N. J. Murray & Co.—N. J. Murray has removed to Merino, Colo.

Shelby, Neb.—E. Petteys, formerly an employe of the Trans-Miss. Grain Co., took charge of the Farmers eltr. here Oct. 1.

Tamora, Neb.—J. H. Robertson, mgr. of the eltr., fell and sustained injuries about his face and neck, Oct. 4. No bones were broken.

Lincoln, Neb.—The Ewart-Wilkinson Grain Co. has changed the firm name to the Lincoln Grain Co.; J. S. Ewart, pres., and Elliot Lowe, secy.

Albion, Neb.—The damage to the new eltr., of the Albion Milling Co., caused by the bursting of a bin and amounting to about \$200, has been repaired.

Scribner, Neb.—The Farmers Grain & Stock Co., incorporated; capital stock, \$20,000; incorporators, Andrew Golder, Theodore Windhusen and others.

Beatrice, Neb.—I disposed of the eltr. of Cummings & Laughlin to a party at Salina, Kan., who read my advertisement in the Grain Dealers Journal.—W. R. Laughlin.

Lincoln, Neb.—Some of the grain firms here dealing in futures have refused to pay the annual city occupation tax of \$50. If it is not done, action is threatened by the city clerk.

Osceola, Neb.—One side of Patterson & Nelson's eltr. has collapsed, due to overloading. It is thought that the grain on the ground, amounting to about 6,000 bus., can be saved.

Omaha, Neb.—The Van Dorn Grain Co. incorporated; paid up issue of stock, \$2,000, with provision of placing \$20,000; incorporators, J. E. Van Dorn, W. A. Hooper and F. H. Moore.

Ravenna, Neb.—The Central Granaries Co. eltr. burned, lately, the fire having started from sparks from a switch engine working in the yards. The company has bot a Hall non-chokable Boot for the new house.

Omaha, Neb.—J. C. Schaffer & Co., the Chicago grain firm recently located here, are bidding the country on Council Bluffs weights and inspection, and all grain will be shipped there by this firm, independent of the Omaha exchange, which threatens to refuse their petition for membership, owing to the recent boycotting of the Rock Island Road, whose agents Schaffer & Co. are alleged to be.

NEW ENGLAND.

Greenfield, Mass.—Albert D. Truesdell, employed in the eltr. of Potter Bros., fell down the eltr. well, Sept. 27, and was seriously injured.

Boston, Mass.—The D. W. Ranlet Co. has been incorporated to succeed D. W. Ranlet, whose death occurred in August. Capital stock \$75,000; E. C. Grant, pres., and H. J. Wood, treas. and clerk.

Providence, R. I.—E. J. Newell & Co., grain and stock brokers, made an assignment on Sept. 20 to Adolph Lederer. The liabilities of the company are estimated at \$250,000 and the assets at \$300,000, but

it may be impossible to realize anything on part of the assets for some time. The firm was one of the oldest grain and stock brokerage houses in the city, having been in business about 23 years. Mr. Newell was a member of the Providence and Chicago Boards of Trade and for some time represented the firm of Bartlett, Frazier & Carrington of Chicago and New York. The assignment was a surprise to Providence business men.

NEW JERSEY.

Morristown, N. J.—George Kanouse, who has been conducting a brokerage business for a stock, grain and provision company of New York, has disappeared.

NEW YORK.

Buffalo, N. Y.—Charles P. Wolverton, formerly with the Buffalo Grain Co., has secured a position with the Husted Milling & Eltr. Co.

New York, N. Y.—Dudley M. Irwin has purchased a membership in the Produce Exchange, and opened an office with Wm. H. Oates in charge.

Buffalo, N. Y.—The rates for elevating and storage for the season of 1906-7 have been fixed by the Western Elevating Ass'n. No change was made from last year.

Kingston, N. Y.—A hay barn belonging to the Poughkeepsie Eltr. Co. was burned Sept. 15, causing a loss of \$3,000. The fire was supposed to have been of incendiary origin.

Glen Cove, L. I.—The plant of the National Starch Co. was burned Oct. 3. Before the plant was dismantled the building together with its machinery was valued at \$3,000,000.

New York, N. Y.—Geo. N. Reinhardt & Co., who recently sold their plant and eltr. building in order to provide themselves with a more modern plant, have completed their hay warehouse and will soon begin work on the eltr.

New York, N. Y.—Forbell & Kipp have succeeded Forbell & Tilson. The new partner has been with the firm for three years and is thoroughly conversant with the grain business. He is a young man with more than the usual amount of energy and ambition.

Buffalo, N. Y.—When the Chamber of Commerce moves into its new building about Nov. 1, the Chamber of Commerce Club will be formed. The entire thirteenth floor of the new building will be devoted to club purposes and all members of the Chamber of Commerce will be members of the club.

Buffalo, N. Y.—W. E. Townsend and A. T. Ward have formed a partnership as Townsend & Ward to conduct a grain commission business and will succeed the former. Mr. Ward has long experience in the grain trade, and for two years handled the grain business conducted by S. T. Williams at Cleveland.

Buffalo, N. Y.—The directors of the Corn Exchange have appointed Frank Carter acting inspector. Mr. Carter has been connected with the grain department for 16 years and was John D. Shanahan's assistant for 8 years. Before Mr. Shanahan left for Washington he was presented with a handsome silver set by the members of the Exchange.

Buffalo, N. Y.—George J. Meyer has severed his connection with the Charles G. Curtiss Co., of which for many years he has been vice-pres. and general mgr., and purchased the plant of the Niagara

Malting Co., which has a malting capacity of 800,000 bus. and a storage capacity of 450,000 bus. Business will be continued under the name of the George J. Meyer Malting Co., of which George J. Meyer will be pres. and treas., and M. J. Meyer will be vice-pres. and secy.

Buffalo, N. Y.—A large warehouse, owned by the Keystone Warehouse Co. and used by the Russell Salvage Co., was burned Sept. 22, causing a loss of about \$150,000. The building, which was of frame construction, was valued at about \$50,000; the machinery, including dynamos, motors, the steam drying plant and grain cleaner, was worth about \$50,000, and articles in storage, including 5,000 tons of damaged grain, made up the other \$50,000. The fire originated in the damaged grain.

BUFFALO LETTER.

Prospects are for a great fleet of grain vessels to winter here as usual, loaded mostly with Lake Superior wheat. About 8,000,000 bushels were laid up here last fall afloat.

The suit brought by A. J. Wheeler against the insurance companies to recover the insurance on the old Ontario Eltr. which fell down two years ago is soon to come to trial.

Work on the American Malting Co.'s big plant now shows the ribs of the superstructure above the eltr. bins, and it is said that the company will at least be able to do malting this winter, even if no grain for storage can be taken this fall.

The New York Central Eltrs. are full and there are delays to the lake fleet. Of course it is all on account of the car shortage. The poor eltrs. always get the name of making the trouble, but they can take a dozen times the grain that comes in if there is any way of sending it forward and relieving them.

Grain dealers are not pleased with their trade, for though corn and oats are generally stronger than they were and there is more wheat to handle than last year, the stream of grain seems to flow by without passing through the offices as it should, which means that the consumer and miller are looking further towards the fountain head for their supplies.

The canal fleet is profiting by the car shortage. Rates have gone up from 4 cents to 4½ cents on wheat to New York and the little fleet is in clover. If it were a half dozen times as large there would be business for all. The canal has shipped this season to the end of September 13,046,227 bushels of grain, or about as much as the two seasons previous.

The new Wheeler Eltr., known as the Ontario, is now practically done and will be in use just as soon as the machinery is in good running condition. It has been a long time building, though that was not the fault of the builders. They were first held up by the lack of iron, and then they were short of help. It is said that the Wheeler Eltr., which was burned some time ago, will probably be rebuilt next year.

The Corn Exchange has moved on the private-inspection abuse and proposes to stop it at once, by the issue of an order that members shall issue "no private certificate whatever as to the grade of the grain," and declaring that "the inspection department shall not supervise the mixing and blending of grain in eltrs. in order to make a certain grade." It is to be hoped that the order will stop the

complaint from eastern buyers, especially feed millers, that "Buffalo inspection" is so bad that they are obliged to buy their grain elsewhere. When there is only one sort of Buffalo inspection there will be no occasion for complaint. John D. Shanahan was the solidest inspector in the country and has proven his claim to that distinction by being invited up higher by the Government.

NORTH DAKOTA.

Steele, N. D.—An eltr. is being erected by the Great Western Ry.

Alsen, N. D.—L. Mikkelsen's new eltr. is being built by L. Buege.

Doyon, N. D.—A grain eltr. is being erected by Chas. H. Doyon.

Turtle River, Manvel P. O., N. D.—H. A. Edgerton will build an eltr.

Ryder, N. D.—The McLean County Eltr. Co. contemplates building an eltr.

Cando, N. D.—An eltr. of 40,000 bus. capacity is being built by the Cando Eltr. Co.

Max, N. D.—The Osborne-McMillan Eltr. Co. has let the contract for a new eltr.

Glen Ullin, N. D.—The Curlew Eltr. & Lumber Co. is erecting an addition to its eltr.

Sisseton, N. D.—A. J. Norby is erecting four eltrs. at new towns on the M. & St. L.

Garrison, N. D.—While unloading some grain an eltr. agt., Mike Kirchen, had his arm broken.

New Rockford, N. D.—S. N. Putnam has let the contract to Hans Melby for a 35,000-bu. eltr.

Meniken, N. D.—A. T. Welch is manager of the recently completed Great Western Eltr.

Gwinner, N. D.—The farmers' eltr. has opened for business with C. B. Wheeler of Milnor in charge.

Backoo, N. D.—The National Eltr. Co. has replaced the horse power in its eltr. by a gasoline engine.

Brofy, N. D.—The Lyon Eltr. Co. has purchased the eltr. of Mr. Brophy and will install a grain buyer.

Tyler, N. D.—The Farmers Eltr. Co. has purchased the eltr. and coal sheds of the National Eltr. Co.

Backoo, N. D.—The scarcity of cars greatly handicaps the grain trade. Eltrs. are nearly full and no cars in sight.

Barlow, N. D.—The eltrs. here are full to the top and only a few cars can be had. Grain buyers are taking it easy.

Drake, N. D.—Frank Grow of Hector, Minn., and C. Steinkopf of Buffalo Lake, Minn., have begun work on a 25,000-bu. eltr.

Glenburn, N. D.—H. Olson, formerly of Eleva, Wis., will act as buyer for the Farmers Eltr. Co., succeeding M. Hoffman.

Jamestown, N. D.—The Occident Eltr. Co., a branch of the Russell-Miller Milling Co., has moved its headquarters to Minneapolis.

Kloten, no P. O., N. D.—An eltr. will be built by the Farmers Grain Co. of Lakota. This station is the next to Aneta on the Great Northern.

Minnewaukon, N. D.—Because Ella Gustofson refused to marry him, Martin Sasserson, agt. for the Great Western Eltr. Co., shot her and then killed himself.

Wyndmere, N. D.—The Pioneer's Farmers Eltr. Co., formerly the Richland County Co-operative Mercantile Ass'n., has purchased the eltr. and coal shed of the Woodworth Eltr. Co.

Anamoose, N. D.—The Schmidt-Gulack Eltr. Co. has been incorporated with \$15,000 capital stock. Incorporators, Theo. O. Gulack, Minneapolis; John J. Schmidt and H. F. Eberhardt of Anamoose.

Bathgate, N. D.—The eltr. in connection with the Bathgate Roller Mill has begun to settle while filled with wheat. It is now propped up, but the wheat will have to be removed and the building repaired.

Bottineau, N. D.—P. A. Teslow has resigned his position as agent for the Imperial Eltr. Co. here, and will take charge of the eltr. of the Osborne-McMillan Eltr. Co. at Kermit, a new town in Williams County, on the Flaxton extension of the Soo.

Backoo, N. D.—If some farmers would stack their corn instead of waiting from two to three weeks for a machine the saving wud be manifest. The farmer growing wild oats wonders what it ought to be worth for feed as the screen used makes it dockage.—F. T. Loyland.

Daze, N. D.—The North Dakota Grain Co. has been incorporated with \$25,000 capital stock by Louis Peterson, P. E. Olson and W. C. Peterson, all of Fargo, and will erect an eltr. at Daze. The company contemplates the erection of several other eltrs. before the 1907 crop is ready to harvest.

Dalrymple, Casselton P. O., N. D.—A large eltr. owned by Wm. Dalrymple and used to handle the grain raised on the farm operated by Oliver Dalrymple, the largest wheat grower in the state, was destroyed by fire on the night of Sept. 20. It contained 30,000 bus. of wheat, of which 8,000 bus. was seed grain owned by the Dalrymple farm. Loss \$40,000, partly insured.

OHIO.

Kansas, O.—A. J. Shontz & Son have succeeded A. J. Shontz.

Kennard, Mingo P. O., O.—We have sold our grain house to Chamberlain Bros.—I. B. Thomas & Bro.

Ashland, O.—F. E. Myers & Bro. have purchased the Clugston eltr. property. L. B. Fox will remain in charge.

Mt. Blanchard, O.—The only eltr. here, owned by W. L. Bristol, has been leased to Sneath & Cunningham of Tiffin.

Minerva, O.—The Huston Milling Co. has sold out and is not doing any grain business now.—Keystone Milling Co.

Covington, O.—J. R. Shuman died Sept. 24 and the business is being conducted under the old name by his son, J. F. Shuman.

Toledo, O.—The bucket-shop broker, W. W. Murray, who was on trial for embezzlement, was being bound over to the grand jury.

Clarks Sta., Noggle P. O., O.—I am the only dealer here, and have a house of 20,000 bus. capacity, just remodeled.—J. M. McFarland.

Uniopolis, O.—The eltr. has been purchased by A. P. Rinehart & Sons, who will continue the business under the name of the Rinehart Grain Co.

North Washington, O.—The only regular dealer here is Chas. Patty, who owns the eltr. But Mr. Patty permits O. M. Abt, formerly a scooper, to handle grain

thru his eltr., on a contract, dividing the profits.

Hartland Sta., East Townsend P. O., O.—I sold my eltr. at Hartland last April to Mead & Woodward of Norwalk, O.—R. D. Sly of West Clarksfield.

Vernon Sta., Shelby P. O., O.—The Weaver Bros. Co. has succeeded the Vernon Stock Co. and is the only dealer.—W. L. Molder of Weaver Bros. Co.

Celina, O.—The old firm of Schunck & Biersdorfer has been dissolved by mutual consent. Lawrence Schunck will continue the business.—W. T. Palmer.

Akron, O.—Marvin M. Mell and Cal. W. Salen have formed a partnership as Mell & Salen to do a wholesale and retail business in grain, hay and feed.—Wm. Salen & Co., of West Salem.

Cincinnati, O.—The sale of the grain eltr. property of Heile Sons Co. to the Cincinnati Grain Co. which was made a few months ago, has recently been recorded, with a consideration of \$51,000.

Deshler, O.—M. R. Brooks has sold his interest in the eltr. of the Farmers Grain Co. to his partners, W. S. Gehrett and A. J. Miehl, who will continue the grain business. J. M. Cain is mgr. of the eltr.

Cincinnati, O.—The Chamber of Commerce recently received a communication from the Corn Exchange of Buffalo on the advisability of agreement by all grain exchanges on uniform interest charges for advances made on Bs/L for grain consigned.

Cincinnati, O.—The sale of a car of oats to the Early & Daniel Co. by the Armour Grain Co., on which arbitration was asked for and withdrawn from by the latter, was discussed by the directors of the Chamber of Commerce Oct. 1, but no action was taken. The directors authorized the pres. to appoint a committee of three to consider the question of establishing uniform charges for receiving and accounting for grain and hay.

Columbus, O.—The 7th regular fall business meeting of the Ohio Grain Dealers Ass'n will be held at the Chittenden hotel here, Friday, Oct. 12. The meeting will convene at 10:30 a. m. and continue thruout the day, adjourning in time for the late evening trains. Wise state and national legislation during the past year assure a square deal, and it is up to the dealers to have this "Square Deal" idea instilled in the minds of every member of the Ass'n that all selfishness, all unfair and dishonest motives should give way to a better feeling and a more kindly consideration for the rights of neighbor dealers. "Live and let live, not for self, but for all." Every regular and affiliated member is urged to attend; and all non-member regular dealers of Ohio are invited to participate in the good work for the grain trade of the state. Members are advised not to contract new corn until after the meeting. Members who expect to attend the meeting should so advise J. W. McCord, secy., Columbus.

Ottawa, O.—Crop reporters appointed by Pres. Sandles of the state board of agri. held a meeting Oct. 6 to receive instructions. The reporters came from every township of the 20 northwestern counties of Ohio, and this is the first meeting for instructions, of the many that will be held thruout the state. The board has decided that it is to the interest of the farmer to have accurate reports. Pres. Sandles started the movement at the recent state fair, and there is a great deal of work to be done to perfect the organ-

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ization of the corps of reporters thruout the state. The object is to have crop reports made to the state board that will be practically correct and unbiased and furnished in a systematic way, so that all interests concerned may rely upon them even to a greater extent than the federal crop reports. The reports heretofore collected, whether by individuals or firms, or government agents, have been erratic, uncertain, incomplete and unreliable. They have been compiled from statements taken haphazard from individual farmers or buyers here and there.

TOLEDO LETTER.

Toledo, O.—The Toledo Salvage Co. is installing a system to deodorize the fumes from the plant. The company is expending about \$2,000 in its effort to get rid of the obnoxious fumes arising from the drying of salvage grain.

Toledo, O.—A burglar recently entered the residence of Z. H. Travis and got away with three diamond rings, one stud and Mr. Travis' pants. Mr. Travis was awakened and was about to give "battle" when the burglar made a hasty retreat.

Moffitt, O.—"Jap" Dukes, the scoop shoveler at this place, has taken to the woods, ceasing his trade with the farmers in this locality. H. W. Devore & Co., who gave Dukes a "run for his money," now has the grain trade in this section.

Toledo, O.—Since the business of the United Grain Co. has been taken over by the Paddock-Hodge Co., the officers of the latter are Pres., F. O. Paddock; vice pres., A. L. Mills; treas., J. W. Young; secy., James Hodge. Mr. Paddock stated that the charter for the Paddock-Hodge Co. had never been surrendered, and that the list of officers remain the same as it was before the United Grain Co. was organized three years ago.—H. D.

OKLAHOMA

Oklahoma City, Okla.—A conference of members of the Oklahoma Grain Dealers Ass'n was held here Sept. 26 and 27 at the hotel Lee.

Property owners will not promote their interests or secure lower insurance rates permanently by permitting the stock company fire insurance representatives to dictate the insurance provisions of the constitution or of new laws. It behooves every elevator owner to guard vigilantly new legislation.

Oklahoma City, Okla.—The Oklahoma City Mill & Eltr. Co. now occupies its new milling plant, which has a total milling capacity of about 1,100 bbls. The eltr. in connection is built almost entirely of concrete and steel and has a handling capacity of 20 cars in 10 hrs. The storage space, which is divided into 21 separate bins, has a capacity of 100,000 bus.

OREGON.

Lebanon, Ore.—It is reported that J. E. Drucks has sold his warehouse to Sterling Bros.

Portland, Ore.—The grain handlers went on strike Sept. 24 for an increase from 35 to 40c an hour. The 250 men in the grain handlers' union were later joined by the 750 in the longshoremen's organization. On Sept. 26 the Harriman lines gave orders that no more wheat be accepted for the strike-bound port. At Tacoma and Seattle grain handlers are paid 30c an hour; but the men allege that the work at Portland is harder, since the sacks are piled 12 to 18 high here, against 5 to 8 high at the other Puget Sound

ports. The grain will be held in the upper country until the strike is at an end or it will go to Tacoma or Seattle on the joint rates established by the railroad commission.

PENNSYLVANIA.

Pittsburg, Pa.—J. C. Gorman has resigned his position as traveling representative for the Goemann Grain Co. and removed to Baltimore, Md.

Hummelstown, Pa.—Within the past two weeks our wheat has commenced to move and we can sell readily now as fast as it comes in.—Jos. Burkholder.

Carlisle, Pa.—F. E. Thompson has let the contract for the erection of a new warehouse and grain eltr. to H. G. Brown, and work will begin soon. The warehouse will be 30x60 ft. and the eltr. the same.

Scottdale, Pa.—I have bot the Broadway Flour & Feed Mills and Eltr. from Albert Keister and will take possession on or before Oct. 20. Please change the address on my Journal from Youngstown to Scottdale.—F. V. Perry.

Harrisburg, Pa.—The matter of creating a state railroad commission is being pushed by the Pennsylvania Millers State Ass'n, the chairman of whose transportation committee has been promised support by prominent persons. Pennsylvania greatly needs such a commission to secure equal justice to shippers.

Philadelphia, Pa.—An appeal to devise some way of alleviating the car famine which is restricting the movement of grain from Buffalo to Pittsburg was made to Pres. Baer and Vice-Pres. Voorhees and Henderson of the Reading R. R., Sept. 26, by a committee composed of Chairman Geo. W. Warner and Walter F. Hagar of the transportation committee of the Commercial Exchange, P. F. Young representing the steamship interests, and Geo. Omerly representing the exporting grain trade. As a result, Pres. Baer promised that 100 additional cars, to be used exclusively for carrying grain, should be placed in service between these points and also that he would use his influence with the Lehigh Valley R. R., which together with the Reading connects the two cities, to have it make a similar concession.

PHILADELPHIA LETTER.

Wheat and corn are ruling steady and oats are keeping firm. Feed is in light supply and values firmly held. Baled hay and straw realize firm prices and are well cleaned up.

This is the highest oats market to-day thruout the East, so the most prominent receivers here say; and high grade spot supplies and in transit are not of liberal proportions, and they are taking up promptly such arrivals at full rates.

The Pennsylvania Railroad has given orders to have the ex-lake grain trade from Buffalo to this city supplied with sufficient freight cars. Concerted action and judicious agitation will, it seems, bring about great things, and the grain deadlock is about to be broken.

During September 898,267 bus. of grain covered the export business from this city, the shortage of cars with considerable inability of shippers to get their grain from Buffalo having cut down the outgo to foreign ports very materially. At least 400,000 bushels are expected to be put thru this week which have been awaiting shipment from Buffalo.—S. R. E.

SOUTH DAKOTA.

Garretson, S. D.—E. A. Brown of Luverne, Minn., will build an eltr.

Henry, S. D.—The Farmers Eltr. Co. has succeeded the Western Eltr. Co.

Menno, S. D.—A. A. Truax of Mitchell has been granted a site and will build a 20,000-bu. eltr.

Oldham, S. D.—The Farmers Eltr. Co., which has quit the business, is said to be \$8,500 to the bad.

Madison, S. D.—After the burning of the Farmers Eltr. Co. house here an examination into its affairs showed the company to be insolvent.

Florence, S. D.—Work is progressing rapidly on the Great Western and Pacific Eltrs. The former will soon be in condition to receive grain.

Orient, S. D.—The machinery is now being installed in the eltr. of the Independent Grain Co., which will soon be ready to put in operation.

Webster, S. D.—Swan Nelson, who intended to move to North Dakota, has decided to spend another year here as manager for the Bagley Eltr. Co.

Britton, S. D.—The 5-year-old son of E. C. Swan, the grain dealer, fell from a wagon on which he was "hitching" and was crushed to death beneath the wheels.

Webster, S. D.—Stephen Pierson has taken charge of the plant of the Empire Eltr. Co., succeeding John Parmertox, who resigned to take charge of an eltr. at Salem.

St. Charles, no P. O., S. D.—The Nye Schneider Fowler Co. has begun to build an eltr. and expects to have it ready in time to receive the new crop. Mr. Peterson will take charge.

Dolton, S. D.—On account of rains and reports that the crops are damaged Dewald & Walters probably will not build their eltr. this season, for which the contract was let to the Younglove Construction Co.

Mitchell, S. D.—On Sept. 28, about 100 corn growers met and organized the South Dakota Corn Growers & Corn Show Ass'n. They elected A. E. Chamberlain of Artesian chairman and H. C. Warner of Forestburg secy. A corn show will be held at Mitchell two days in December and Prof. Holden of Ames, Ia., has been secured to address the assembly on the corn question.

Sioux Falls, S. D.—The State Railroad Commission has received a complaint from the Farmers Eltr. Co. of Delmont, that the railroad company refuses to furnish the number of cars needed, and that its allowance of cars is not proportionate to the number supplied to other shippers. The eltr. company makes a practice of loading cars for farmers at a charge of 1c per bu. The railroad company charges cars supplied for this purpose against the number allotted to the eltr. The railroad contends that this is fair treatment among the several houses. The commissioners have taken the matter under advisement.

SOUTH DAKOTA LETTER.

Sisseton.—Sullivan Eltr. Co. has completed a 25,000-bu addition at a cost of \$5,000. It is fully equipped with hopper scales, cleaner and rope drive.

Peever.—J. A. McKeever of Sisseton has purchased the eltr. here owned by Sullivan Lumber Co., He has added storage bins 24x32 and other improvements.

Colton.—Hundemer & Larson purchased the eltr. of A. B. Coutts & Co. and

moved it to the right of way of the C., M. & St. P. R. R. a quarter of a mile from old site on the So. Dak. Central.

Geddes.—M. King of Utica has his new eltr. here about ready to take in grain. C. W. Lindell has started the construction of a 20,000-bu. eltr. L. O. Hickok has the contract. He has the eltr. of J. H. Dickson here under lease now.

Andover.—William Bros. of Webster have completed an addition to their eltr. here with a capacity of 10,000 bu., also enlarged the elevating capacity by a larger leg. The cupola has been raised to get proper distribution. A conveyor draws grain from the new part into the boot for elevation and loading.

Bradley.—McKee & Minthorn have moved their eltr. from the tracks of C., M. & St. P. R. R. to the right of way on M. & St. L., about a quarter of a mile. Rails of the latter road are now laid to this town. The Independent Eltr. Co. has torn down its building and moved it to Wallace, a station eight miles east on the M. & St. L. R. R.—L. D.

SOUTHEAST.

Pensacola, Fla.—The L. & N. Eltr. is said to have been destroyed by the storm which swept the Gulf Coast Sept. 27.

Newport News, Va.—Eltr. B will soon be opened for business. The trade of the port has been exceptionally large this season and both Eltrs. A and B will be kept busy.

Montgomery, Ala.—The West-Stegall Grain & Commission Co. has been incorporated to operate a cornmeal and feed mill. Capital stock \$25,000. Pres., C. W. Stegall; vice-pres. and general manager, J. T. West; secy. and treas. W. D. Stegall.

TENNESSEE.

Rives, Tenn.—The Rives Grain Co. has been incorporated by Wade Wiley, W. A. McNeill and others.

Jasper, Tenn.—The grain warehouse of G. M. Dame was destroyed by fire. Loss \$2,500; insurance \$1,000.

Fayetteville, Tenn.—The H. K. Holman Co. is installing some more attrition mills in its cob grinding department.

Fayetteville, Tenn.—The new flour mill of the Fayetteville Mill Co. is now in operation with Henry Holman, Jr., as manager.

Nashville, Tenn.—Before the rainy season set in corn was predicted to bring 50 cents, and many mill men assuming that it was a foregone conclusion, made many contracts for meal and grits on that basis. They have refused now to make more contracts of that nature and claim that money will be lost by them on what have already been made.—V. S.

Nashville, Tenn.—Continuous bad weather for the past two weeks, during which time this section of the state was visited by a heavy storm and heavy floods, rain falling every day with the exception of one, has had the effect of making the market very quiet here. While business has been dull, the market has remained steady, and with the exception of corn, no very discouraging features have been felt, or anticipated. Receipts for the past two weeks have been on the whole, light, but this is expected to be of short duration and that shipments in larger quantities will soon arrive here.—V. S.

TEXAS.

Wharton, Tex.—I have sold out to the Wharton Milling Co.—J. C. Payne.

McKinney, Tex.—Who constitute the Lone Star Grain Co.? Any information will be thankfully received.

Midlothian, Tex.—A grain house, containing 1,000 bus. of wheat and 250 bales of hay and owned by Major & Bees, was burned Sept. 22. Loss \$2,500; insurance \$450.

Austin, Tex.—Preparations are being made by the attorney general to begin suit against several flour mills in northern Texas, for entering into an agreement to fix and regulate the price of flour, a violation of the anti-trust law.

Quanah, Tex.—The eltr. belonging to C. H. Carleton was burned Sept. 25. It contained about 1,000 bus. of grain. The loss, which was only partly covered by insurance amounted to about \$4,000. Dampness in the grain is supposed to have caused spontaneous combustion.

Amarillo, Tex.—Allen Early, son of Eugene Early, prest. of the Texas Grain Dealers Ass'n, Waco, who has been connected with the Seley-Early Grain Co. for the last 10 years, has engaged in the grain business here on his own account, going business as the Early Grain & Brokerage Co.

Dallas, Tex.—The grain men say that if an investigation is contemplated, nothing will give them more pleasure than to assist the attorney general in every way. They say that their transactions are open to inspection and review, and that because of the keen competition in the trade, such a thing as a "trust" is impossible among mill men or grain dealers.—V. B.

UTAH.

Salt Lake, Utah.—The Oregon Short Line and the Salt Lake Line have reduced grain rates in Idaho, Utah and Nevada, effective Oct. 14. The reduction is more than 50 per cent in some instances, and is as much as 15c per 100 lbs. on whole grain, and 50 to 60c on bran and shorts. The grain rate on from Idaho Falls and Shelley to Las Vegas, which was \$1.07 has been cut to 50c, and from Prigham and Salt Lake to Las Vegas from 99c to 40c.

Salt Lake, Utah.—On Sept. 28 the grain dealers of the state and railroad officials held a meeting relative to the demurrage rule of circular No. 8, by which the delay of a car for an hour or two costs a demurrage of \$1. Among the grain men present were: A. H. Vogeler, Samuel Williamson, Bert Bailey and R. E. Miller of the Inter-Mountain Milling Co., Salt Lake City; J. H. Blood of the Kaysville Milling Co.; C. A. Smurthwaite and W. O. Kay of Ogden and William H. Roylance of Provo. A. H. Vogeler of the Vogeler Seed & Produce Co. spoke for the dealers as follows: "The grain dealers are not asking for too much. It should be their right to examine a car of grain when it is being shipped from one point to another under their direction. They are acting as middlemen, buying the grain and selling it, and keeping it in motion between the consignor and consignee. If the car cannot be inspected there may be shortage or loss thru waste, and it is the dealer's privilege to see that the consignment is in good condition when it passes through his hands. There should be no demurrage charged for time consumed in this performance. At least 24 hours' time should be allowed. 'After this time had been consumed it would be per-

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THE KNICKERBOCKER CO.

JACKSON, MICHIGAN

fectly just on the part of the railroad to charge the regular demurrage rate of \$1 per 24 hours for cars held. We are not asking for the addition of 24 hours to the 48 hours' time now allowed by the railroads on cars held at points of diversion. If a dealer ships a car of grain to a certain point when no sale is made, and the car is held for some time while a sale is being made, it is only right that the dealer should pay for the car he is holding under these circumstances. But he should be allowed to examine his grain before it goes past him on its way to the buyer." The railroad officials took the question under advisement, and later granted 24 hours free time.

WASHINGTON.

Plaza, Wash.—T. W. Busbey of Rosalia will act as agent for Kerr, Gifford & Co.

Spokane Bridge, Wash.—A warehouse owned by F. B. Furlong and filled with grain, hay and other merchandise, was burned Sept. 30.

Reardan, Wash.—Charles S. Warren, agt. for the Farmers Grain & Supply Co., caught his hand in a pulley recently and so badly crushed a finger that amputation was necessary.

Edwall, Wash.—While working on a steel grain tank, which he was erecting for C. C. Bateman, George S. Mowers fell from the roof and nearly severed a finger from his left hand.

Kiona, Wash.—The sharp competition which has existed between the grain buyers since Kerr, Gifford & Co. built their warehouse last fall, has kept the price of grain from one to three cents above the market price.

Pomeroy, Wash.—Charges have been made that the warden of the state prison bag factory has showed unjust discrimination in allotting to favored applicants more bags than they needed, to be resold by them at a handsome profit.

Everett, Wash.—This place has recently become the terminal point for the steamers of the Great Northern R. R., and the road is building an ocean dock to handle the company's grain, salmon and Oriental business. It will also erect a grain warehouse.

Tacoma, Wash.—At the annual meeting of the state grain commission the grain grades which have been in effect for the last year were re-established for the ensuing 12 months. All that now remains to be done is the issuing of samples of grain as standards for the different grades, but enuf grain will soon be received from the different sections to be used for this purpose. In the opinion of the commissioners, who have spent much time recently in inspecting the grain fields of the state not as large a percentage of grain will grade No. 1 this year as last.

Pullman, Wash.—It is reported that farmers in the vicinity have declared a boycott on the Oregon R. R. & Navigation Co. on account of its action in appealing from the decision of the Washington Railroad Commission granting a joint rate on wheat. According to the report the Ewartsville Grange with a membership of about 300 farmers has decided to ship its grain over the Northern Pacific exclusively. This is denied by members of the Grange, but visits to various warehouses and eltrs. of the different roads show that much more shipping is being done over the Northern Pacific than over the O. R. & N.

WASHINGTON LETTER.

Spokane, Wash.—The Farmers Grain & Supply Co. has increased its capital stock.

Toledo, Wash.—A large flouring mill owned by Warren Kinbrough and W. A. Gray was burned Sept. 28.

Cunningham, Wash.—The Farmers Eltr Co. has installed the machinery in its plant and is now receiving wheat.

Seattle, Wash.—From ninety to one hundred vessels both steam and sail will call within the next few months to load grain for foreign parts.

Shortage of cars still exists thruout the state and shippers find it difficult to move any grain consequently large stocks are accumulating along all lines of rys.

The local prices of grain and hay have advanced lately on account of the shortage of cars. Until the situation receives some relief stiff prices will be maintained.

Anacortes, Wash.—Local freight sheds are beginning to fill with grain and it is expected that in a short while all the available boats will be carrying grain to this city.

The government will spend \$12,000,000 in reclaiming the arid lands of the state of Washington; 400,000 acres will be watered, and it will take from 10 to 15 years to complete the work.

State Grain Commission of Washington have fixed the grades of wheat for this season at 58 pounds for No. 1, 56 pounds for No. 2 and 54 pounds for No. 3. There will be a much larger proportion of No. 2 and No. 3 than last year.

Everett, Wash.—The Great Northern Railway is rushing work on a new wheat shipping dock here. The Co. has arranged to increase the size of the warehouse from the original plans to a capacity of 1,000,000 bus. The structure will be 150 feet wide and extend out from the shore to a distance of 800 feet to a point where the present water depth is 32 feet, low tide. It is to be ready for occupancy about Oct. 15, 1906.

Grain receipts at Seattle as inspected thru the office of the deputy state grain inspector were 1,044 cars in the month of September, distributed as follows: wheat, 866 cars; oats, 110 cars; barley, 68 cars. This is a slight decrease, compared with the receipts of September, 1905, owing to the greater acuteness of the car shortage. The total for the quarter ending September 30, however, was the largest in the history of Seattle.—H. K.

WISCONSIN.

Oconto, Wis.—Alphonse Pierre has installed a new attrition feed mill in his eltr.

Wausau, Wis.—H. E. McEachron & Co. will soon begin work on the raising of their eltr.

Sussex, Wis.—Chas. F. Glavin of Milwaukee is operating the eltr. of the Gerlach Malting Co.

Milwaukee, Wis.—B. Buerger, formerly with J. Buerger & Co., is now with Berger, Crittenden & Co.

Milwaukee, Wis.—A company with a reported capital of \$2,000,000 is planning for the building of a large malting plant.

Dale, Wis.—The eltr. of the Northern Grain Co. was slightly damaged thru carelessness on the part of freight car handlers.

Milwaukee, Wis.—Edward C. Wall, a member and former president of the Chamber of Commerce, has announced his

engagement to Miss Martha Arendt, his former stenographer and private secretary.

Suring, Wis.—Buss & Wagner have bot the eltr. here which was advertised in the Grain Dealers Journal by Alphonse Pierre of Oconto.

Waterloo, Wis.—The Badger State Malt Co. incorporated, \$50,000 capital stock. Incorporators: D. V. Hales, Lewis Lewillin and T. J. Self.

Superior, Wis.—No one has yet been appointed to succeed M. F. Swanston as chairman of the Wisconsin Grain & Warehouse Commission.

Augusta, Wis.—A spark from a passing switch engine caused a fire which destroyed one of the eltrs, owned by the W. W. Cargill Co. Loss amounted to \$5,000.

Milwaukee, Wis.—D. McKenzie, special agent of the Interstate Commerce Commission, has been collecting evidence here regarding combinations between railroads and eltr. proprietors.

Waterloo, Wis.—Fire destroyed the malt house owned by the Badger State Malt & Grain Co. of Chicago, Oct. 3. The loss, which is partially covered by insurance, was between \$50,000 and \$60,000.

Superior, Wis.—The largest car of wheat yet reported was No. 31,344, Great Northern, recently received at Great Northern Eltr. S. It contained 2,160 bus., about 250 bus. ahead of previous records.

Galesville, Wis.—The Yeoman Grain Co. has leased for a number of years the warehouse owned by the Northern Grain Co. W. D. Camery, the former manager, will take a position with the Peavey Eltr. Co. at Worthington, Minn.

Superior, Wis.—Paul Ruski was arrested on a charge of sweeping wheat from cars in the Omaha R. R. yards, Oct. 3, and fined \$8. He admitted that he had made his living for the past two years by sweeping grain. The punishment for two years stealing shud have been at least two years in the penitentiary.

Superior, Wis.—The railroads have installed watchmen in the yards to keep grain sweepers out of the cars. This action is reported to have been taken on account of the numerous damage suits brot against them by those who have received injuries while sweeping grain from cars. By protecting themselves from claims for injury the roads incidentally will benefit shippers by preventing theft of grain.

Superior, Wis.—The Great Northern Eltrs. A and X, which were bonded by the United States government last fall too late to receive Canadian grain, are now receiving the first large consignment of wheat from the Canadian Northwest. Over 117 cars have so far been received. When the grain is received it is weighed by government Custodian Roycroft and then sealed in especially provided bins, which can be opened and grain taken out only in the presence of Mr. Roycroft.

Richfield, Wis.—Montague Fourness, 11 years of age, was suffocated in the grain eltr. operated by Frey & Ueber on the morning of Sept. 29. He and his brother, while waiting for their train at the station, had entered the eltr. and were amusing themselves by jumping from one bin to another, when workmen below opened one of the hoppers and the boy was drawn down into the grain, despite his own and his brother's efforts to prevent it. The workmen were immediately notified but when they reached the boy it was too late to save his life.

Crop Reports

Canada.

Edmonton, Alta.—The Lethbridge Board of Trade reports the probable acreage and yield in the Lethbridge district as follows: Spring wheat, 14,000 acres with a probable yield of 364,000 bus.; winter wheat, 5,000 acres, yield 110,000 bus.; oats, 12,000 acres, yield 480,000 bus.; barley, 1,000 acres, yield 20,000 bus.; flax, 400 acres, yield 5,600 bus. Geo. Harcourt, Deputy Minister of Agri.

Illinois.

Cullom, Ill.—Corn damaged by mold, caused by hot weather after heavy rains.—Shearer & Shearer.

Cabery, Ill.—Oats average 30 bus., good quality; corn looks fine; have ideal weather for drying.—G. Nugent.

Swygert, Ill.—Oats averaging 30 bus. per acre. Corn fair; old corn about gone.—S. F. Snyder with Roger Grain Co.

Rooks Creek, Ill.—Oats averaged 30 bus. per acre and corn will average 40 bus.; old corn about all gone.—James McMahon, Mgr., farmers etc.

Havana, Ill.—Farmers not disposed to part with their grain at present prices; very little moving; hay scarce and high selling at from \$12 to \$16 per ton.—C. J. Krebaum.

Indiana.

Muncie, Ind.—Corn crop is above the average in quantity and quality; large wheat crop, looking fine now.—Wysor & Hibbits.

Iowa.

Des Moines, Ia.—Reports of probable yields of corn as computed indicate an average yield of 41½ bus. per acre and a total crop of 393,000,000 bus. The September report showing a yield of 38.5 bus. per acre was based on an increased acreage of 4. per cent and 3.4 per cent better growing condition than last year, but did not take the "stand" into consideration. A count of the "stand" of nearly 500 fields shows 8 per cent better stand than last year. Thus when we consider the increased acreage, the favorable climatic conditions, and the increased "stand" in comparison with last year, we must conclude that the corn crop of Iowa this year will closely approximate 400,000,000 bus.—Geo. A. Wells, Secy., Iowa Grain Dealers Ass'n.

Kansas.

Topeka, Kan.—Wheat in southern third of state has been damaged by excessive rains while in shock, and not to exceed half the crop is fit for milling. In the northwest quarter fully half the crop is so smutty millers are refusing to purchase. Mill elevators have very little wheat in store.—E. J. Smiley, secy. Kansas Grain Dealers Ass'n.

Palmer, Kan.—Wheat sowing in full progress under most favorable conditions; no oats here this year for dealers; corn probably as good as last year, altho crop is spotted, extra good in some localities, poor in others; movement of wheat from farmers very light, quality excellent. Have shipped nothing but No. 2.—W. C. Brown, Mgr., H. C. Strohm.

Minnesota.

Pratt, Minn.—Threshing about a month late, account of wet weather.—Agent, Sheffield M. & E. Co.

Duluth, Minn.—The naxseeded crop of the northwest is estimated here at \$0,000,000 bus. and that of other sections at possibly 10,000,000 bus.—X.

Missouri.

Columbia, Mo.—The condition of corn throughout the state has continued to improve since July 31. At that time the average condition was 83, in September 86, and at present 90 per cent. The past month was favorable for all kinds of crops. Corn ripened well, and at present 88 per cent is safe from frost. Most late corn will be cut for fodder and it is estimated that 43 per cent of the entire crop will be thus harvested. Very little damage is reported from any cause aside from a little wind on the first which blew down some corn. By a survey of the state it is observed that of the 27 counties producing 3,000,000 bushels, or over, have an average standing above 90 per cent, while the remaining 14 approximate a condition of 85 per cent.

This is a very satisfactory condition and indicates a yield somewhat better than the average. In some neighborhoods seeding wheat has been retarded because of too much rain, while in the north it has been a little too dry. The average condition of soil for seeding is 86, which is only fair for this time of year. At present 62 per cent of the wheat is sown, which is 22 per cent more than the amount sown this time last year.—Geo. B. Ellis, Secy., State Board of Agri.

Nebraska.

Shelby, Neb.—Corn crop going to be a bumper one except the hail streaks, which are all plowed up and ground being put into wheat, making a big acreage of winter wheat.—A. C. Dunning, Agt., Trans-Mississippi Grain Co.

North Dakota.

Mohall, N. D.—Wheat averages 15 bus.; flax, 10 bus.; good grade.—A. H. Ryd.

Backoo, N. D.—Wheat in Pembina yields from 12 to 15 bus. to the acre, quality good, grading No. 1.—F. T. Loyland.

Ohio.

Columbus, O.—Estimated acreage of wheat harvested, 2,044,981 acres; yield per acre estimated from threshers' returns, 20.9 bus.; oats acreage as returned by township assessors, 1,365,434 acres; yield per acre estimated from threshers' returns 33.9 bus.; total estimated yield for 1906, 46,164,767 bus.; quality of barley compared with an average, 89 per cent; rye acreage as returned by township assessors, 47,964 acres; yield per acre estimated from threshers' returns, 17.7 bus.; total estimated yield for 1906, 849,860 bus.; quality compared with an average, 93 per cent; amount of corn cut up for fodder, 86 per cent. The result of the threshing proves that the yield of wheat has been unusually heavy throughout the state, and that on an increased area of 166,784 acres compared with last year, there has been produced 10,571,953 bus. in excess of the estimated harvest, or a total production of 42,729,087 bus. Quality of the grain excellent, being reported at 97 per cent of an average. Of the crop of 1905 there remains in the producers' hands but 6 per cent. Wheat seeding is now generally well advanced over the state, and only sown is showing nicely. Many correspondents report an increased acreage being seeded, compared with last year. The oats crop generally was put in late, and as the seeding was followed by a long continued drouth its growth was seriously affected. Excessive rains after harvest caused serious damage to oats in shock, hence the quality of the grain is not up to a standard, being reported at 80 per cent of an average. Estimated area of winter and spring barley, 16,294 acres; average yield per acre, 30.2 bus.; total production for state, 493,381 bus. Indications flattering for a bumper corn crop, present prospect being estimated at 104 per cent as compared with an average; estimated area, 2,892,809 acres.—Ohio Dept. of Agri.

South Dakota.

Madison, S. D.—Twelve days of rain and lots of it with cloudy weather have worked great damage to grain in the shock and poor stacks, but with good weather which now seems to be in sight, threshing will begin the fore part of next week. Corn well along, but will be better after another week of dry sunshine.—Union Grain & Seed Co.

Tennessee.

Fayetteville, Tenn.—There's a big crop of corn in middle Tennessee this year, but it is beginning to rot in the fields on account of continued rains.—H. K. Holman, Jr., Mgr., Fayetteville Mill Co.

Memphis, Tenn.—The recent continuous and heavy rains have damaged a portion of the corn crop as yet ungathered, to a considerable extent, and this will create more or less demand as soon as the corn which has been gathered in a sound condition has been fed.—W. P. Brown & Co.

Nashville, Tenn.—What had promised to be the largest and best corn crop in the history of the state, now will fall far below former expectations. The crop ordinarily would have been harvested by this time, but constant rains have stayed that off, and the ripening process during the past two or three weeks has been on the standards. The heavy wind and rain storm of recent date, blew large quantities, in some sections, half of the corn down. This has lain on the ground and most of it has begun to sprout, causing it to be almost a total loss.—V. S.

Texas.

Dallas, Tex.—Some wheat in North Texas and the Panhandle yet in the shock

Grain Register

No. 12 AA.

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½ x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contains spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

For Sale by

GRAIN DEALERS COMPANY,
255 La Salle St., CHICAGO, ILL.

SALES SHIPMENTS and RETURNS BOOK

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10¼ x 16½ inches, use double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

Price, \$2.00

GRAIN DEALERS JOURNAL
255 La Salle Street, Chicago.

Grain Buyers Weight and Copy Book No. 66

Is designed for agents of line companies, to use in keeping record of each day's purchases. Sending carbon copy to home office and retaining original. It saves labor and time and prevents errors in copying.

This book is 12x12, contains 225 pages and has room to record 7,425 loads in duplicate. Each page has duplicate printing for column heads of Gross, Tare and Net weights and the page is perforated down the middle from top to bottom, so that half of it folds back on the inside half, bringing the duplicate printing on half of the page over the printing on the under half, so that when a carbon paper is inserted between the leaves formed by folding back the page, an exact duplicate is made of the original entry.

A sheet of pressboard 6x12 inches is furnished with each book. It is placed between the pages and makes a good writing surface. Three sheets of carbon paper are furnished with each book.

The book is well bound in heavy board covers. Price, \$2.00.

GRAIN DEALERS JOURNAL
255 La Salle St., CHICAGO, ILL.

has been rotted and become moldy because of wet weather. One prominent grain dealer of Ft. Worth gives it as his opinion that the rains of the last two months have caused a loss of 20 per cent in the milling wheat of Texas and that instead of having a crop of from 10,000,000 to 12,000,000 bus., as was predicted when harvesting was on, the crop will do well to crawl above 8,000,000 bus.—V. B.

Washington.

Garfield, Wash.—Wheat turning out well considering the dry season; but few crops are making less than 40 bus. to the acre.—H. K.

Garfield, Wash.—The wheat crop is turning out well thruout the Endicott country. In the Washtucna district there are 700,000 bus. of wheat, 150,000 bus. more than was received last year. But very little is being shipped on account of shortage of cars. Prices range from 50c to 55c per bu.—H. K.

Wisconsin.

Appleton, Wis.—All crops in this vicinity good.—Willy & Co.

Simpson & Son's Elevator at Minonk, Ill.

One of the largest and best built country elevators in Illinois is the new house of J. A. Simpson & Son at Minonk, Ill., which is shown in the engraving herewith.

This house has a capacity of 120,000 bus. It has a low drive with a very easy approach. The three dumps have a combined capacity of 2,500 bus.

The facilities for handling the grain include a 20-h. p. Fairbanks-Morse Gasoline Engine, a Richardson Automatic Scale of 2,000 bus. per hour capacity and a Hall Grain Distributor.

Friction clutches in the engine room and in the cupola enable the operator to stop all the machinery at a moment's notice.

Warehouse Law of Washington.

Attorney-General Atkinson of Washington has recently rendered an opinion on a form of warehouse receipt much used, in which it is stated that the grain is subject to "all claims for bags and twine furnished" and which also provides that the warehouse will not be responsible for weights or grades, except at the warehouse where issued.

With these two provisions no one can buy these receipts, because there is no way of knowing how much the warehouseman may hold out for "bags and twine" nor whether the claim is just or not, says W. M. Chambers, the grain buyer who requested the opinion. Then again the buyer is at the mercy of the warehouse on grades and weights.

As to whether this receipt is a criminal violation of the law quoted or any other law, and as to whether there is any way to make warehouses issue a proper receipt, the attorney general holds:

"The warehouseman in question cannot be prosecuted for adding to the statutory form of warehouse receipts the condition and terms complained of. The state grain inspection law does not apply to country warehouses, but only when wheat is shipped to designated terminals, such as Seattle, Tacoma and Spokane.

"The warehouseman must deliver the identical wheat designated in the storage receipt. Otherwise he will be held responsible for weight and grades. He can hold out pay for only the sacks and twine used to contain the wheat specified in the storage receipts, in which the proper number of sacks is always particularly designated.

"The farmer would not seem to be

injured in this matter in any particular measure, but in most ways benefited, for in selling his wheat sacked he is not only selling the wheat itself, but is getting his money back at once out of the sacks which contain the wheat, and the value of his wheat is enhanced in amount substantially by the price of the sacks."

Growers in the Big Bend country of Washington are feeding wheat to hogs, the grain being cheap and swine dear.

Northwestern grain men recently bot 60,000 acres of arid land in southwestern Texas to be devoted to growing durum wheat.

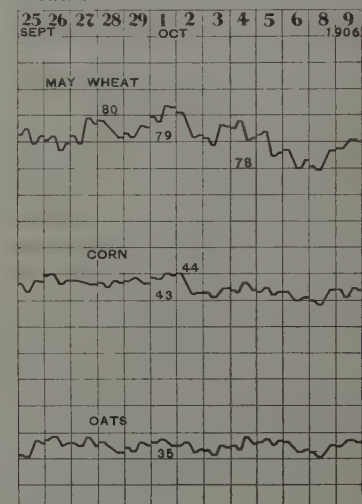
Denatured alcohol will be prominently exhibited at the Jamestown Exposition by the government. The Dept. of Agri. will show various kinds of alcohol engines doing farm work.

T. A. Paterson, formerly with J. A. McNear of San Francisco, and recently with F. Lenders & Co., has engaged in the grain brokerage business on his own account at Liverpool, Eng.

Grain markets need more giants. The kind of traders who are not afraid of a few million bushels. Most of the old giants are dead, broke or retired. Twenty-five years ago, says a Chicago philosopher, there were many large traders in many different markets. At that time Chicago had twenty-five traders like Ream, Jones, Singer, Hatch, Armour and Hobbs that were larger traders than any now. Milwaukee had a half dozen heavy traders, Wm. Young, Ed. Sanderson, Angus Smith, Plan Rinton, etc. Toledo had its Young Bros. and others. St. Louis Mose Fraley and Kaufman. Baltimore its Charlie Roose. N. Y. had Cottrell, Miller and Deacon White. They are all dead, retired or broke and none has come in to fill the gap. George Smith and W. T. Faker are the last conspicuous losses on the Chicago Board. It is fair to presume and is rather apparent that something of the same loss of traders has occurred among the outside non-professional speculators.—C. A. King & Co.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Oct. 10 are given on the chart herewith.



The 120,000-bu. Elevator of J. A. Simpson & Son, at Minonk, Ill.

The Busy Man.

If you want to get a favor done
By some obliging friend,
And want a promise safe and sure
On which you may depend,
Don't go to him who always has
Much leisure time to plan,
But, if you want your favor done,
Just ask the busy man.
He'll find a moment, sure, somewhere,
That has no other use,
And fix you while the idle man
Is framing an excuse.

—Michigan Tradesman.

Supply Trade

Advertising is to business as a man well shod; without advertising, man will always plod.

The C. J. Hartley Co., manufacturers of grain weighers, has increased its capital stock from \$8,000 to \$50,000.

The Mobile Motor & Machine Co. has been formed at Bay City, Mich., by L. C. Schroeder and Geo. Stringer, to manufacture gas engines.

The American Grain Meter Co. has added to its list of agents Maheu & Coyle of St. Louis, Mo., and Thos. McFeely of Philadelphia, Pa.

The Pleasanton Foundry & Machine Co. has been incorporated at Pleasanton, Kan., to manufacture gasoline engines. The capital stock is \$10,000; and the incorporators are B. F. Blaker, Henry Plum, John A. Hall and others.

The B. S. Constant Co. writes "We are pleased with the number of sales made this year and no one has had cause to grumble about slow shipments. We carry the B. S. C. chain on hand in large quantities and so far have been able to ship both shellers and feeders on very short notice."

The N. P. Bowsher Co. has completed a new office building, is enlarging several departments and installing a large amount of new machinery. The company recently had a city fire alarm box installed, which, in connection with private hydrants, gives the company unexcelled fire protection.

Joseph Benjamin Birdsell, pres. and treas. of the Birdsell Mfg. Co., makers of clover hullers, died Sept. 27, aged 63 years. Mr. Birdsell was the second son of John Comly Birdsell, who invented the famous clover huller which bears his name. The first small shop for building the machines was established at South Bend, Ind., in 1864.

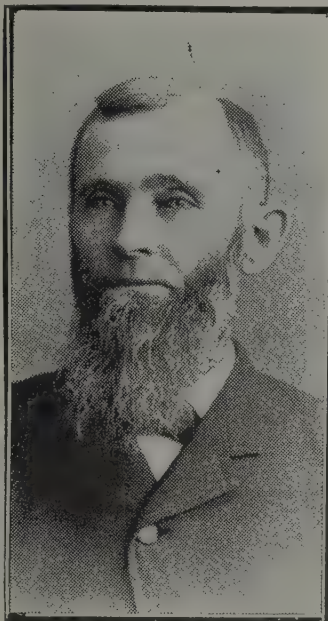
Exaggeration in advertising acts like morphine. The first small dose exhilarates and gives pleasing results. It is repeated, but now it is found that a little larger dose is required. The next time a still larger dose must be used in order to produce the desired effect, and so on until the limit is reached. No more morphine can be taken; exaggeration can go no further—the morphine victim is a wreck and the merchant's customers have grown to disbelieve entirely his statements and go elsewhere. It is always the merchant, not the customer, who is the ultimate victim of dishonest advertising.—H. G. Selfridge.

Bazoo, S. D.—The crops of wheat in this section are so heavy that the ground all around Bazoo has sunk from ten to twelve feet.—Northwestern Miller.

Death of J. R. Shuman.

John R. Shuman, who had been engaged in the grain shipping business for fifty years, died Sept. 24 from the effects of an operation, at a Columbus hospital.

As a young man of 24 Mr. Shuman left Pennsylvania, his native state, and went to Covington, O., in 1850. Here he engaged in the grain business, at one time sold dry goods and organized the Stillwater Valley Bank, but of late years his active career has been in the grain business, associated with his son, J. F.



J. R. Shuman, Deceased.

Shuman. It was at the warehouse he was usually found, and he attended to business until a few days before his death.

Mr. Shuman was a leader in church work, and in his home circle surrounded by his family gave the truest exemplification of citizenship. Of a retiring disposition and never in the dominant political party he was yet elected to several local offices of trust. Only those close to him knew of his many generous deeds. The engraving herewith is published thru courtesy of the Dayton Daily News. Deceased is survived by his widow and six children.

The Skewis Grain Co., of Estherville, Ia., gave its profits on the sale of coal for one week recently to the building fund of the M. E. church.

In competition with the local miller the grain dealer is entitled to a share of the good wheat as well as the wet and green stuff he assists the grower to market.

Northwestern farmers pay a threshing machine tender \$6 a day and yet expect to hire a manager for a country elevator at the same sum per week. Is it any wonder their co-operative ventures are profitless?

The Transvaal request for their consent to the suspension of the wheat and flour duties in the Transvaal has been assented to by all the other parties of the South African Customs Union. The duty has been 60c a bag on flour.

SPEAR MAILING ENVELOPES

Will carry your samples of Grain, Seeds and Flour safely to destination. The best envelope made; costs no more than others.

WRITE FOR SAMPLES AND PRICES.

Heywood Mfg. Co., Minneapolis, Minn.

Protect yourself against loss of grain by leakage in transit by using the

KENNEDY PATENT PAPER CAR LINER

Effective, cheap.

Grain dealers are invited to investigate. Full description and price on application.

FRED W. KENNEDY, Shelbyville, Ind.
Patentee and Manufacturer

F. R. MORRIS Grain Driers

and conditioners for all kinds of grain are giving Universal Satisfaction and coming more in demand as the perfect work they are turning out wherever in use demonstrates to all investigators their superior work over all other makes of drying or conditioning damp, damaged or musty grain. Built in any capacity to suit purchasers. For catalog or estimates of cost write

F. R. MORRIS

Chamber Commerce, Milwaukee, Wis.

\$45.00

No Other Cost

As we furnish everything complete other than a millwright's or carpenter's time of three to five hours required to erect a manlift. It will save you its cost in six months.

The use of a manlift destroys the possibility of an overflow of the oats into the corn bin.

We manufacture a full line of elevator supplies.

Burrell Mfg. Company

251 S. Jefferson Street

CHICAGO, ILLINOIS

Factory Bradley, Ill.



The Morris Drier.

Elevator men who have been long in the business have been amazed by the enormous amount of money wasted in experimenting with grain driers which proved to be worthless. The need for successful driers has long been urgent, hence elevator superintendents and mechanical engineers have assiduously continued their investigations and experiments.

F. R. Morris, who has been engaged in the grain and elevator business for 40 years, has witnessed many failures. Profiting by the mistakes of others, he concluded that thoro ventilation secured by forcing large quantities of air directly thru grain in drier, so that every portion of the contents wud receive a like amount of air was the one thing essential to dry grain properly and place it in merchantable condition.

Knowing that unevenly dried grain soon gets out of condition and spoils and that part of it which is baked to a crisp breaks up into meal and shrinks badly, Mr. Mor-

ris studied to attain even results and now claims to have succeeded.

The entire contents of his drier is exposed to the same air pressure, so uniform results are obtained thruout. The grain while in drier is slightly agitated and is displacing itself in the drier during the whole drying process. No grain is held in one position while moisture is being removed, hence the passage of heat and air thru it is facilitated and the moisture carried away.

The Morris Drier is built of non-combustible material and meets the requirements of the fire insurance underwriters.

In Fig. 1 is shown a Morris Drier of 1,000 bus. capacity per hour where grain does not contain more than $7\frac{1}{2}$ per cent excess moisture. The garner is independent of drier and may be dispensed with. Cooler bins can be installed under or beside the drier.

In Fig. 2 is shown a side view of the drier with a fragment of air chamber cut away. The spout belo carries grain back to storage. Without the steam coils this wud form a conditioner and has been used as such.

Lacing the Belt of the Gasoline Engine.

Many times a repairman will overhaul the ignition system, tinker with the sparking devices, and alter the electrodes and other parts in order to overcome some defect which is really due to a poor belt or a poor uniting and adjusting of the belt of the gasoline engine.

In one case a splice was run in the condition shown in Fig. 1 of the engraving herewith. The lacing was not only poorly aligned, but the ends of the leather were uneven and partly open so that an unsteady motion was developed every time the part A passed over the driving pulleys. The old belt sewing was removed, the ends of the belt squared and a joint made like that in Fig. 2, after which there was no further trouble. To make this style of union, you first punch your holes in even line across each end of the belt and then start the lace at 1. Here get a grip on the leather by making a double entry as shown and then go to hole 2. You then cross to 4, then to 5 and so on to the opposite edge. Then

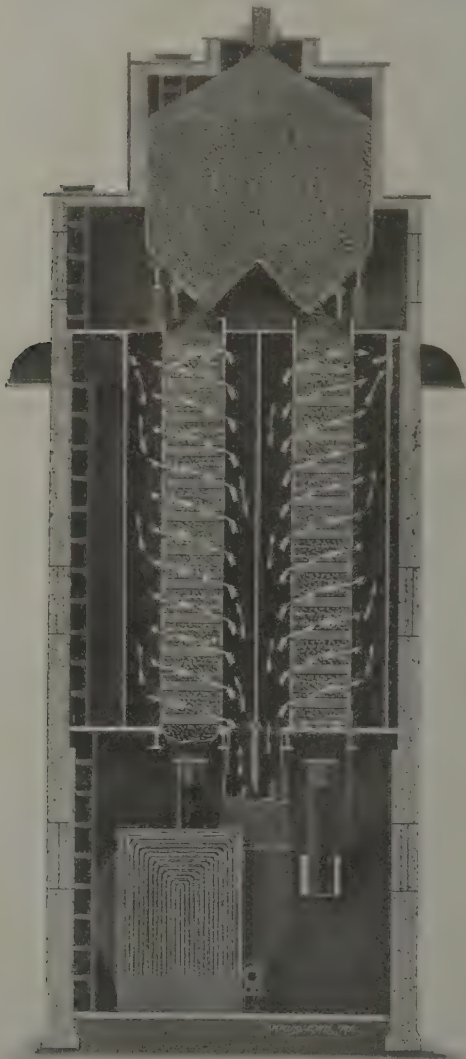


Fig. 1. Cross Section of Morris Grain Drier.

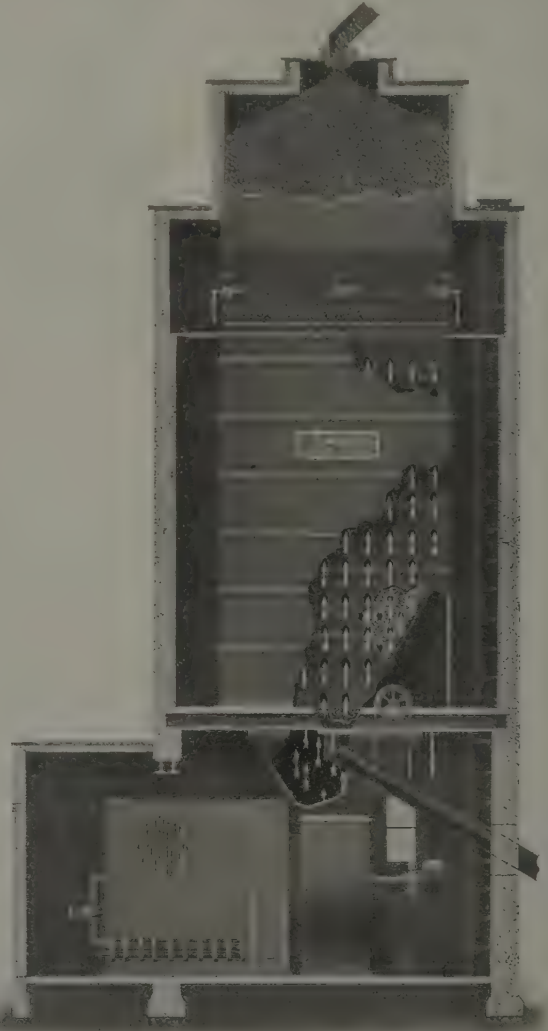


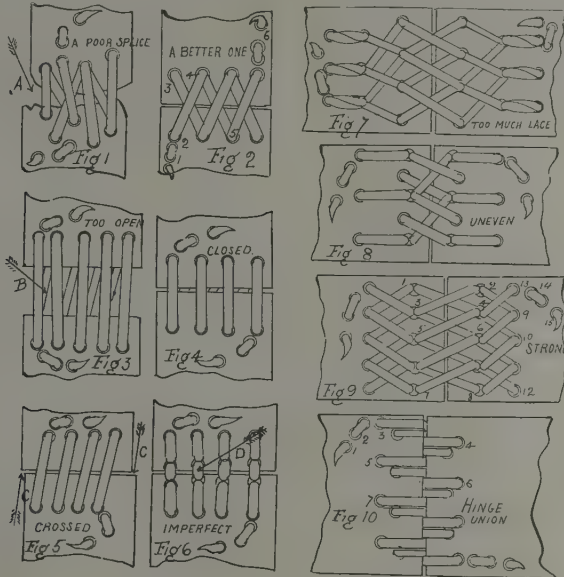
Fig. 2. Side Elevation of Morris Grain Drier.

you double back in the reverse way to the first side again to take in hole 3. From this point you simply repeat over to the other edge once more and then get a final grip on the leather with the closing end as at 6.

The splice shown in Fig. 3 makes a wide gap at b. Every time the gap struck the wheels an unsteady motion occurred and loss of power resulted. It was an

have a tendency to wear out premature-ly.

In cases in which a strong and at the same time flexible union is desired, the system of lacing exhibited in Fig. 9 may be used. Start with a good long lace by putting one end up through hole 1, and the other through No. 2. Get the middle of the lace leather here so that each of the long ends will be alike in length.



Examples of Good and Bad Belt Lacing.

easy matter to remedy this by simply tightening in on the laces, thereby closing up the gap as in Fig. 4.

Wabbling of the belt made one engine give poor service. In relacing the joint they failed to lace straight, so that as the strain on the belt occurred, the slanting laces gradually pulled the edges of the belt off, making protruding points as at c, c, Fig. 5. This threw the belt out of a running line and at every turn, the belt ran from side to side on the wheels, describing an "S" line. This motion of the belt had a tendency to make the motion of the engine irregular. Thumping sounds were created. The noises ceased when the belt union was properly squared and united.

Fig. 6 is a somewhat odd case. Almost as soon as the union was put on the engine the holes pulled out of the leather, due to punching and lacing too close to the edge as indicated at d. The holes should be put through far enough back to assure plenty of leather room for security. Sometimes odd combinations are found that are so liberally furnished with lacing that the union gets over its tour on the wheels only with difficulty.

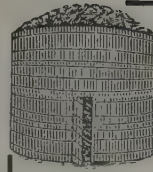
The speed of the lighter engines is often handicapped by combinations such as is exhibited in Fig. 7. Here we have a series of unnecessary lacings. The system of lacing exhibited in Fig. 8 would be as strong and just as effective as the collection of laces in Fig. 7, providing that the unevenness were done away with in the former. In this plan of lacing in Fig. 8, a moderate length of lace leather is used, and the holes are so punched that there is an effective distribution of the strain on the leather. But the crossing of the laces in the middle is not uniform. Hence, the draft will be irregular and the union will not be perfect and will

Then go to No. 3 from No. 2 and to No. 4 from No. 1. Repeat this to No. 5 and No. 6 and so on to the last holes at No. 7 and No. 8. Then you simply double back over the same tracks to holes No. 1 and No. 2. Now the exterior line of crosses must be made. Take the one end on the right first and go from No. 2 to No. 9. From No. 9 to No. 6 and so on to hole No. 12. Then you go back by crossing to No. 8 and upwards to No. 13 once more. Then you clinch the end at No. 14 and 15. Do the same with the lace on the other side and the union is complete.

A very hinge-like union is shown in Fig. 10. Punch the two lines of holes. Use one lace only and not much of it. Begin with a grip at No. 1 and go to No. 2. Then insert the lace into No. 3 and drop down between the ends of the belt and come up thru No. 4. Then drop down between the juncture of the belt again and come up thru No. 5. Repeat this to No. 6. Then go to No. 7. Pass along this way to the end with the single lace. This system of lacing will work well on speedy wheels of small diameter. —Marine Review.

"I want to trespass on your premises," said the amateur fotografer, "long enough to take a picture of that corn field. It's the most magnificent one I ever saw." "That's all right," responded the farmer. "But you'll have to take it instantaneous—it's growing so fast."

James Butler, the discredited agitator of the Kansas farmers' co-operative grain movement, on his recent return from the south declared that a congress of the cotton and the grain growers will be held Oct. 22 at Topeka, Kan., to form a union of the farmers of the north and south.



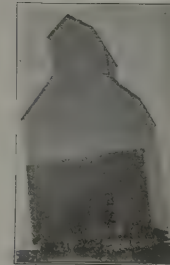
Portable Corn Crib and Grain Bins

are a great convenience to grain buyers for storing temporarily. They take care of your surplus at a small cost. When through with them you can take them

down, roll them up and stow them away for some other time. Write for prices, etc.

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It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

The complete book comprises four sets of tables as follows:

No. 31. Oat Values 10 to 79 cts. per bushel and reducing any weight to bushels of 32 pounds Bound in manilla. Price, \$2.00.

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No. 33. Wheat, Clover, Peas and Potato Values, 30 cts. to \$1.59 per bushel and reducing any weight to bushels of 60 pounds. Bound in manilla. Price, \$2.00.

No. 34. Barley and Buckwheat Values, 20 cts. to 1.49 per bushel, and reducing any weight to bushels of 48 lbs. Bound in manilla. Price, \$2.00.

These tables can be used for Timothy Seed at 45 pounds per bushel and for Corn in the Ear at 70, 72, 75 and 80 pounds per bushel.

No. 35. The complete book contains the four sets of tables, printed on best lined ledger paper and bound in cloth half leather. Price \$6.00 per copy.

No. 36. The same as No. 35, but printed on 80-lb. book paper. Price \$5.00 per copy.

For any of the above, address

Grain Dealers Co.,
10 Pacific Ave. Chicago, Ill.

Consul Mahin reports from Nottingham, Eng., that an inventor named Carr, in Middlesex, proposes to make artificial rubber from wheat, corn and other cereals, for automobile tires, golf balls and pavements.

Grain Carriers

The Erie Canal has carried more grain so far this season than in any year since 1898.

The Chicago & Northwestern has opened for traffic its 45-mile extension from Shoshoni, Wyo., to Alto.

One-fourth of the work to be done in enlarging the Erie Canal is either under contract or advertised for bids.

Insurance against loss by fire on consignments over its lines is being arranged for by the Canadian Pacific Ry. for the benefit of shippers.

The extension of the New York Central lines between Evansville, Ind., and Mt. Carmel, Ill., will be a double track and form a part of the Big Four.

The new steamer Winona, built at Newcastle, England, for McKay & McKay of Hamilton, Ont., has just been placed in the grain trade at Fort William.

An historical showing of the early American locomotives is impressively given by the Baltimore & Ohio R. R. at the Home Products Exposition, Baltimore, Md.

Tracklaying on the extension of the Great Northern from Thorne, N. D., to Dunseith is being pushed to completion. Next year the company will build a line from Berthold via Kenmare.

The new branch contemplated by the Great Northern will begin at Ayer, N. D., proceed west thru the Willow Lakes country and strike the Soo line between Cooperstown and Rogers.

Hearing of the government's ouster suit against the Terminal Ry. Ass'n at St. Louis, Mo., was begun Oct. 2. The alleged monopoly is said to violate the Sherman anti-trust law.

A meeting of 35 shippers and railroad representatives was held at Chicago Oct. 3 to discuss the application of the new rate law to shipments from the northwest to southern points.

Following the readjustment of South Dakota-Omaha rates on grain by the C., M. & St. P., the Omaha road recently reduced the rate on coarse grains 2½¢ and on wheat 1 to 3¢ from points in northeast Nebraska to Omaha.

An ice-breaking tug is to be chartered by the Dominion government to keep navigation open as late as possible at Fort William, Ont., to permit the shipment of grain from the terminal elevators as long as the Soo canals are unfrozen.

A deep waterway convention to promote the construction of a deep channel from the Chicago drainage canal thru the Illinois River to the Mississippi at a cost of \$31,000,000 is to be held Nov. 15-16 at St. Louis. Contractors wanting a profitable job seem to be the principal agitators.

Maps showing the location of two branches of the Northern Pacific have been filed in the United States land office at Bismarck, N. D. One runs northwest 60 miles along the Missouri River to a point near Mannheim, and the other from Mandan south 40 miles to a point opposite Hampton.

A fine of \$1,000 was imposed on the steamer Turret Crown at Superior, Wis., for violating the federal regulations by loading a cargo of grain after arrival from a foreign port without inspection. The captain alleges that the elevator men began loading without his knowledge, while he was after his clearance papers.

The first grain exported from Vancouver, B. C., to the Orient will be taken by the steamer Athenian Oct. 15. The shipment consists of 10,000 bus. of winter wheat grown in Alberta, and the firm making the first shipment, the Hall Elevator & Grain Co., has orders for many times as much, that will be filled as soon as the crop moves.

Shippers will be pleased at the announcement made Oct. 1 that the Interstate Commerce Commission will construe the law in advance wherever possible, without waiting for specific complaint upon which to base its decision. This departure from its previous practice will greatly reduce the number of complaints, lessen the work of the commission and save shippers the trouble and expense of formal complaint.

For demanding \$2 demurrage before permitting the unloading of a car the St. Louis Southwestern Ry. Co. recently was required by the district court of Franklin County to pay a shipper the excessive charge and an additional \$125 penalty for extortion. The judgment was affirmed by the Texas Court of Civil Appeals. Evidence was that the railroad company's acts had prevented the shipper from unloading the car for 8 of the 48 hours allowed by the law.

In opposing the requirement of 30 days notice in change of export rates Mr. Smythe of the Kansas City Southern said that on account of their north-bound business being 60 per cent greater than the south-bound they desired often to make a very low rate on grain to Port Arthur to fill out the loads of chartered vessels when they were unable to get sufficient cotton. Hence he desired the time for the notice to be reduced to three or five days.

S. E. Stohr, A. G. F. A. of the Chicago & Alton Railroad, says: It is out of the question for the western lines to pay the 2 cents per 100 reduction out of the amount they receive for shipping grain to the seaboard through the Chicago gateway. If we make this reduction we lose money and if we do not make it we lose business as long as the eastern roads adhere to their policy. If it is necessary to make such a reduction in order to conform to the law it is no more than just that the eastern roads should pay 1½ cents out of their profits.

In a general order made public Oct. 1 the Interstate Commission held that where a state rate forms part of an interstate rate the state rate should be filed with the commission. "Where a joint rate is in effect by a given route which is higher between any points than the sum of the locals between the same points by the same route, such higher point rate may, until Dec. 31, 1906, be changed by reducing the same to the sum of such locals, but not otherwise, upon posting one day in advance a tariff of such reduced rates and mailing a copy thereof to the commission." The railroads object to the ruling as ignoring the thru rates. Chairman Knapp later said that if the ruling of the commission destroyed the equalization of rates and removed free competition, an amendment would be issued.

The railroads are finally going to be forced to take over all elevators and own and operate them and charge for their services in the carriage rate. A grain elevator will be to the grain business just what a freight depot is to freight—no more, no less. And a readjustment of the distribution of business among grain markets of the west will result from the operation of the new law, detracting from Chicago and Minneapolis and developing new centers. The markets developed by rate discrimination will now have to fight for the market on equal terms with other cities. The effect of the new law will be to put all markets on their merits, none being aided by discriminative rates.—Judge Clements of the Interstate Commerce Commission.

Colonel J. B. Quinn, engineer in charge of the entire Missouri River, in his annual report just forwarded to Washington, shows that after expending \$10,000,000 to keep the Big Muddy navigable, congress has practically eliminated all appropriations from the river and harbor bill for other than simple protection work to banks. The sad fact stands out that after this enormous expenditure and years of work the river is as full of snags, as treacherous and as unnavigable as it was in ante-bellum days, before the stupendous congressional appropriations were forthcoming. The opinion of Colonel Quinn is that the stream should be abandoned as a thoroughfare except in isolated spots.

Commissioners Cockrell, Clements and Lane conferred Oct. 2 on the possibility of inducing the railroads to agree to a uniform classification without additional legislation. One of the commissioners says: The railroads will make most increases hereafter by changes of classification and if we don't have power over these we will be able to accomplish little. A single order changing a classification might change thousands of rates that are in daily use; but to change those rates back the commission would have to consider the different particular instances and make a great number of orders. The easy way out is to give us power to make a uniform classification and that is what we want and ought to have.

Balfour, Guthrie & Co., who are the largest exporters on Puget Sound, state that it is as yet too early to forecast with any degree of accuracy what the amount of wheat sent out will be, but that most of the fixtures are made before arrival. The average rate for charters is about 27 or 28 shillings. This rate was fixed some time ago by the International Union of Sailing Ship Owners. The minimum rate from Seattle, Portland and San Francisco was fixed by the combine at 22s 6d or a raise of \$1.25 to \$2.50 on every ton of grain shipped from the coast. The combine now controls practically all the foreign sailing vessels and American ships are too few to take any stand against the foreign fleets.—H. K.

Geo. I. Grammer, vice pres. of the New York Central lines, at a hearing before the Interstate Commerce Commission said: Grain billed to the seaboard at the export rate has been forwarded from one coast point, via another coast point, to the interior—notably grain from New York and Baltimore via Savannah, to Southern points—and from Boston to the northern coast of Maine, etc., which is not contemplated by the inland export rate, export rates being made to apply on shipments destined to foreign countries. One ship-

per might ship two consignments of grain of a similar class to New York. One consignment is for export and the other for consumption in New York. He gets a lower rate on the grain to be exported than that on the other. The grain is then all dumped into one bin in New York, and no one is able to say whether that shipped under the low rate is exported or sold domestic. It is hoped that the Commission will insist on the thirty day rule of changing both export and import rates, as well as domestic rates. A rule of this character will remove such sources of disturbance and discrimination as have been practiced for years, and it would be valuable to the general public.

The New Ideal Drier.

So much grain has been soaked and badly damaged in the shock and stack this year that the elevator man with a good drier has found it a more profitable investment than ever before, hence it is but natural that more are being installed than ever.

The New "Ideal" Hess Grain Drier shown in our cut is a new design, offered by the Hess Warming & Ventilating Company, and is intended for the particular needs of country elevators, mills, seedsmen, etc. It is a ready-to-use machine, ready to set up, and requires no building or weather protection.

Drouth in the Punjaub of India has restricted wheat exports to 300,000 tons instead of the normal quantity of 1,000,000 tons.

Order Bs/L as a Basis of Credit.

The order B/L as a basis of credit was the subject of an address delivered by James W. Sale of Bluffton, Ind., before the Bankers Ass'n of Illinois at Springfield, recently. Mr. Sale urged the co-operation of shippers and manufacturers ass'ns for the speedy enactment of remedial legislation that shall be a protection to the honest shipper, the banker, the carrier and the receiver, since it is eminently proper that each of the parties should know their rights, duties and liabilities, and that they should be defined by federal law; and until that time bankers shall be under the necessity of making advances largely on the personal credit of the party seeking the advance.

The laws of certain states provide that a common carrier, a mortgagee or a bona fide purchaser for value can be deprived of the possession of goods by any one holding a prior lien upon such goods. Under these conditions the mere fact of possession does not constitute an unquestionable title to any goods, hence the holder thereof, without tracing the history of each lot of goods, can never know at what moment they may be confiscated; and thus neither the railroad nor the banker can properly perform the services required of them without incurring this unreasonable risk so long as they operate within the states where these absurd laws are in force.

Eleven gallons of alcohol is the yield obtained by the U. S. Dept. of Agri. from a ton of green cobs.

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The Chicago Daily News, March 22, 1906, said:

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WAGON LOAD GRAIN TABLES

Eleventh Edition

Clark's Grain Tables for reducing wagon load weights to bushels are designed to facilitate the work of country grain buyers in reducing pounds to bushels, and in checking such reductions, as well as to prevent and detect errors in work of this character.

It contains fifteen grain tables and a freight table all printed from heavy faced type in two colors on 100 pound manila stock, is well bound in heavy manila covers, reinforced at back with cloth. It has a string loop attached so it can be hung up beside the scale beam.

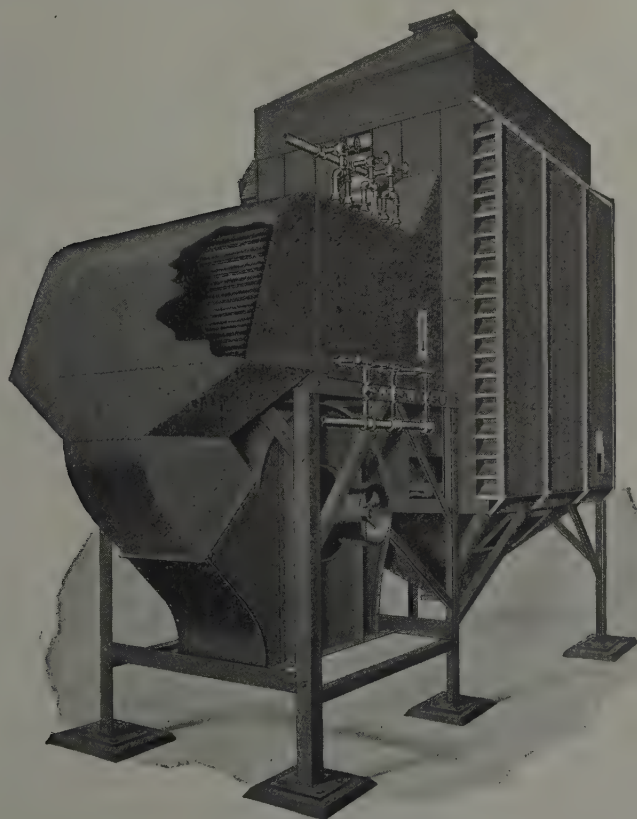
Each grain table gives reductions from 100 to 4,000 pounds, is complete on one page, and so arranged as to show the number of bushels and the fractions in any weight on ten pound basis.

The tables show the following reductions: Oats at 32 lbs., 33 lbs., and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2, 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu. Freight table shows rate per bushel at 80, 56, 48 and 32 lbs. per bu., when the rate per 100 lbs. is 1 to 30½ cents, in ½ cent rises.

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GRAIN DEALERS JOURNAL

255 La Salle Street :: Chicago, Ill.



The Ideal Hess Grain Drier.

Supreme Court Decisions

A statement for a thresher's lien must contain everything required by the statute to be stated therein, and nothing more.—*Mitchell v. Monarch Elevator Co.* Supreme Court of North Dakota. 107 N. W. 1085.

Crop Mortgage.—One who is employed to raise a crop on another's land, the former to be paid one-half of the proceeds of the crop, has a right to mortgage his interest therein.—*Bourland v. McKnight & Bro.* Supreme Court of Arkansas. 96 S. W. 179.

Enforcing Award of Arbitrators.—Where a dispute is submitted to arbitration by a submission under Rev. Laws, c. 194, providing therefor, the award must be enforced by an independent proceeding in court.—*Nay v. Boston & W. S. Ry. Co.* Supreme Judicial Court of Massachusetts. 78 N. E. 547.

Lien on Subtenant's Crop.—Under Code, Sec. 2992, giving a landlord a lien for rent on all crops grown on the leased premises, a landlord has a lien for rent on a crop produced on the premises by subtenant.—*Beck v. Minnesota & Western Grain Co.* Supreme Court of Iowa. 107 N. W. 1032.

Crop Mortgage.—Where a chattel mortgage is given on an unplanted crop, any person who converts it to his own use after it is gathered, with actual or constructive notice of the lien, is liable to the mortgagee in an action on the case.—*D. P. Haynes & Bro. v. W. O. Gray & Co.* Supreme Court of Alabama. 41 South. 615.

Contract for Thru Carriage.—A railroad company, which contracts to transfer goods to a point beyond its own line, is liable for injuries to the goods without regard to whether the injury occurs on its own line or that of a connecting carrier.—*Allen & Gilbert R. Co. v. Canadian Pacific Ry. Co.* Supreme Court of Washington. 54 Pac. 620.

Shipper Criminally Liable for Rebate.—The fact that a shipper who contracts for and receives a rebate in violation of the statute personally receives no benefit therefrom, but turns the same over without consideration to another, does not relieve him from criminal liability.—*United States v. Wood.* District Court, E. D. Pennsylvania. 145 Fed. 405.

Bank Liable for Default of Correspondent.—A bank agreed to collect a depositor's drafts for ten cents on each \$100. Held, that in the absence of proof to the contrary, the court would deem the consideration a valuable one, making the bank liable for the default of its correspondent.—*Landa v. Traders Bank of Kansas City.* Kansas City Court of Appeals, Missouri. 94 S. W. 770.

Buyer's Inspection.—Where plaintiff ordered corn of defendant and received and paid for it before he had an opportunity to inspect it, he was entitled to recover the price paid, where the corn delivered was inferior to that ordered, although defendant himself did not furnish the corn, but procured another to do so for him.—*Drake v. Pope.* Supreme Court of Arkansas. 95 S. W. 774.

Knowledge of Market Price.—Where a witness testified that he obtained his knowledge of the market price of rough rice at a certain time from what he heard others say at that time, including the general manager of the plaintiff, a rice milling company, and from general quotations in the newspapers, he was qualified to testify as to the market price.—*El Campo Rice Milling Co. v. Montgomery.* Court of Civil Appeals of Texas. 95 S. W. 1102.

Conversion by Carrier.—In an action against a carrier for conversion of certain corn alleged to be No. 2, evidence that

witness sold the balance of the same lot to the retail dealers at the point of shipment of the corn in question, and that no complaint was ever made by any of the purchasers thereof, was not objectionable as hearsay.—*St. Louis Southwestern Ry. Co. v. Arkansas & Texas Grain Co.* Court of Civil Appeals of Texas. 95 S. W. 656.

Private Sale of Pledge Conversion.—Where a factor pledged certain hops to secure advancements, and the pledgee was charged with notice that the factor was not the owner, the pledgee had no right to sell the hops except at public sale as provided by Lien Law, Laws 1897, p. 534, c. 418 Secs. 80-82, and hence a private sale thereof amounted to a conversion.—*Beken v. Kingsbury.* Supreme Court of New York, Appellate Division. 100 N. Y. Supp. 323.

Option Obligations Void.—Rev. St. 1899, Secs. 2337-2342, prohibiting option dealing, and declaring that all contracts relating thereto shall be gambling contracts and void, make obligations arising out of option transactions void in the hands of one who was a party to the transactions, though he acted in ignorance of the fact that a delivery of the commodity purchased was not intended.—*Stewart v. Hutchinson.* St. Louis Court of Appeals, Missouri. 96 S. W. 233.

Liability of Carrier.—Where a carrier did not give proper notice to the consignee to appear and take charge of the freight, and allow reasonable time thereafter for him to do so, but unloaded the freight upon a pier, which collapsed, so as to injure the goods, the carrier was liable, irrespective of the question whether it was guilty of negligence in failing to exercise reasonable care in selecting a safe place to unload.—*Rosenstein v. Vogeman.* Court of Appeals of New York. 77 N. E. 625.

Evidence that Corn was Unsound.—In an action for breach of a contract to deliver a car load of merchantable corn, evidence that the corn was wet, soured, and rotten on reaching a certain place, although the weather was good and the corn unexposed, showed that such corn was not in sound condition and of merchantable quality two days prior thereto on reaching a point 56 miles distant.—*Atkins Bros. v. Landa.* Kansas City Court of Appeals, Missouri. 95 S. W. 949.

Demurrage Extortionate.—The act of a carrier in demanding and collecting from a shipper in addition to the freight \$1 a day for the use of a car prior to giving him the use thereof, for the 48 hours allowed by law for unloading, was extortion, under Sayles' Ann. Civ. St. 1397, art. 4573, making it extortion for any carrier to demand or receive a greater rate of compensation than that established by the railroad commission for the use of any car.—*St. Louis Southwestern Ry. of Texas v. Rutherford.* Court of Civil Appeals of Texas. 96 S. W. 73.

Failure to Inspect.—Where, under an executory contract for the sale of a car load of corn, the vendee was entitled to inspect the corn on its arrival and before reshipping the same, failure to inspect it did not preclude him from relying on the implied warranty that the corn was of sound, merchantable quality. Nor did the fact that plaintiff paid for the corn on its arrival and before inspection bar his right to assert the warranty.—*Atkins Bros. v. Landa.* Kansas City Court of Appeals, Missouri. 95 S. W. 949.

Connecting Carrier.—Where goods were delivered to a carrier for shipment to a point beyond the terminus of its road, under a B/L containing a provision that the carrier should not be liable after the property was ready for delivery to the next carrier, it is nevertheless liable for withholding for seven days delivery to the lighters which were to transfer the goods to their destination.—*Isham v. Erie R. Co.* Supreme Court of New York, Appellate Division. 98 N. Y. Supp. 609.

Damages for Re-engaging in Business.—Where a contract for the sale of a business provided that the sellers should not

again engage in a similar business for a specified time, and declared that on a breach of such contract the buyers should be entitled to recover \$5,000 stipulated damages, they were entitled to recover such damages in case of a breach, provided the sum agreed on was not manifestly disproportionate to the actual damages accruing therefrom.—*Broadbrooks v. Tolles.* Supreme Court of New York. 99 N. Y. Supp. 996.

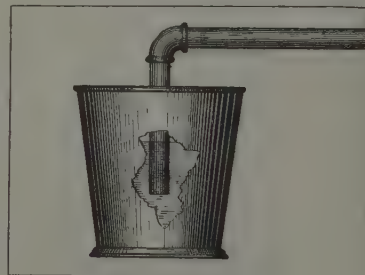
A cargo insurer, under a policy which provides that the insurance shall not inure to the benefit of any carrier, and shall be null and void to the extent of any amount recoverable by the insured from any carrier, who has advanced to the insured the amount of a loss as a loan and taken an assignment of a claim for the loss against the carrier, may recover thereon, notwithstanding a provision of the bill of lading that the carrier shall have the benefit of any insurance effected by the owner.—*Bradley v. Lehigh Valley R. Co.* District Court, S. D. New York. 145 Fed. 569.

Sale of Cotton Seed.—A purchaser of cotton seed assigned the contract to L. under an agreement whereby L. was to pay his assignor a certain sum per ton, and subsequently L. assigned the contract under a similar arrangement to P. In an action against L. by his assignor, there was no evidence that L.'s assignor had released him. Held, that an instruction that if plaintiff, after the contract had been assigned to L., referred him to P. as a probable purchaser and agreed to the transfer, L. was released from his obligations to plaintiff, was erroneous.—*Bunch Grain Co. v. Law.* Supreme Court of Arkansas. 96 S. W. 196.

Pushing a canal boat thru ice is negligence, for which both tug and tow are liable to the owner of the wheat cargo, is the recent decision of the Federal Court of the southern district of New York in the suit of Herbert Bradley, assignee of C. E. Nourse & Co., of Toronto, Can., against the Lehigh Valley Railroad Co., to recover \$5,000 for the sinking of the canalboat A. J. Dean on Jan. 23, 1903, at Brooklyn, N. Y., with 4,500 bus. of wheat, being part of the cargo of 7,890 bus. The railroad company's tug, Mercedes, towed the boat from the railroad terminus into an ice filled slip. The boat soon sprung a leak, which gained so rapidly that two tugs could not pump out the water to hold it up and it sank at the dock.—145 Fed. 569.

Water Muffler for Gasoline Engine.

A very effectual tho simple muffler for a gasoline engine is made by giving the end of the exhaust pipe a bend into a pail of water, as shown in the engraving herewith, from *Popular Mechanics*. The pail



Cheap Gas Engine Muffler.

is partly filled with water and the end of the exhaust pipe is carried below the surface, thus causing the exhaust to bubble up thru the water.

Calcium chloride in the cooling water of the gasoline engine will prevent freezing and bursting of the cylinder.

New Members National Ass'n.

The firms admitted to membership in the Grain Dealers National Ass'n since the tenth annual convention in Chicago include the following:

Collin & Fry, Empire, Mich.; F. D. Vorris, Neoga, Ill.; B. S. Williams & Co., Sheffield, Ill.; Alex. C. Durdy, Ohlman, Ill.; George Beyer, De Pue, Ill.; H. C. Arnold & Son, Bluffton, Ind.; Berne Grain & Hay Co., Berne, Ind.; Crighton & Co., J. H. Dole & Co., Philip H. Schiffin & Co., and Brosseau & Co., Chicago, Ill.; Long Dock Mills & Elevator Co., Jersey City, N. J.; Electric Elev. & Milling Co., Buffalo, N. Y.; E. K. Lemont & Son, Philadelphia, Pa.; Donmeyer Gard-

ner & Co., Peoria, Ill.; Southern Grain Co., Kansas City, Mo.; N. A. Faulkner & Co., Arcadia, Fla.; Chas. D. Jones Co. and Patton-Hartfield Co., Memphis, Tenn.; W. L. Green Commission Co., St. Louis, Mo.; J. C. Bennett & Co., George W. Hill & Co. and McLemore Grain Co., Nashville, Tenn.; South Park Grain Co., St. Joseph, Mo.; Oradell Flour, Feed & Grain Co., Oradell, N. J.; Bossemeyer Bros., Superior, Neb.; Standard Hay & Grain Co., Cincinnati, Ohio; the McCaull-Dinsmore Co., Minneapolis, Minn.; Warren Commission Co., Peoria, Ill.; Harrisburg Feed & Grain Co., Harrisburg, Pa.; The Willison-Earle Co., Clarksburg, W. Va.; E. B. Hodges & Co., Norfolk, Va.

You Can Tell Your Own Fortune

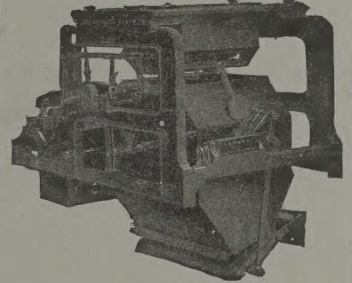
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for they bring PROSPERITY with them

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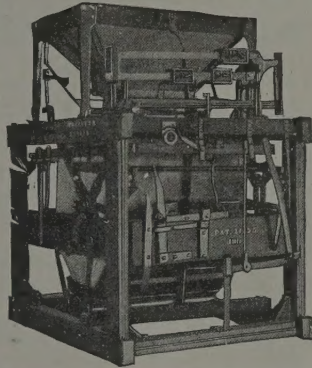
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Sold on Approval
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Is the AMERICAN GRAIN METER Accurate?

AFFIDAVIT

State of Ohio, }
Champaign Co., } ss
We, the undersigned, hereby certify that on June 15th and 16th, 1906, we weighed the corn loaded into Erie cars No. 71904 and No. 107097 at the elevator of J. L. Bowlus, at Bowlusville, Ohio.
The empty cars were first weighed on R. R. Track Scales, which had recently been tested. They were then loaded, the corn passing through an American Grain Meter, which automatically weighed and registered it. The loaded cars were then weighed. The results were as follows:—

	Car No. 71904	Car No. 107097
Net Weight Track Scales—	50400 lbs.	50568 lbs.
Weight, American Grain Meter—	50380 lbs.	50630 lbs.
Variation	20 lbs.	62 lbs.

It rained on Car No. 107097 while it was being loaded and also on the track scales which would reduce the variation of 62 lbs.

T. G. Powers
Notary Public for Champaign Co., Ohio
L. J. Powers
Signed and sworn to before me this 16th day of June, 1906,
M. M. Rock Justice of the Peace
In and for Champaign Co., Ohio

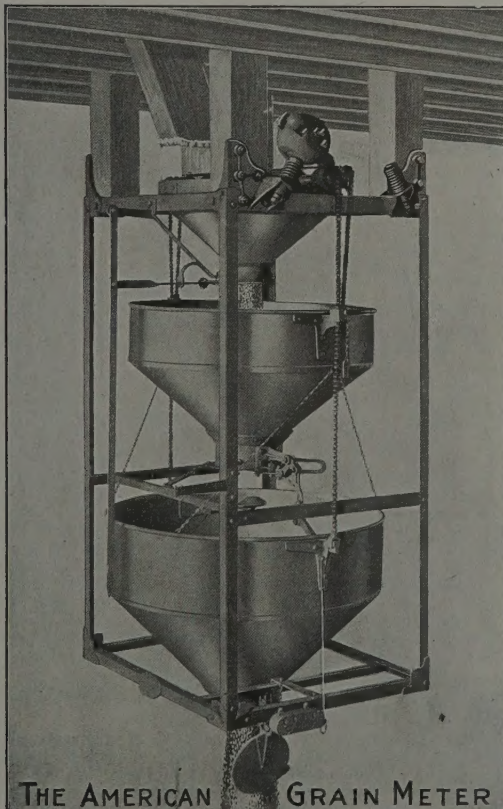
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—Automatic Grain Weigher for the Country Elevators—

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Great Western Mfg. Co., Kansas City
Allen P. Ely & Co., . . . Omaha
Brown & Varney, . . . Cincinnati
Maheu & Coyle, . . . St. Louis, Mo.
J. R. Detweiler, . . . Chicago
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Wm. Robinson, . . . Des Moines
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The Howe Scale Co. of Illinois, Cleveland, Ohio



THE AMERICAN GRAIN METER

Patents Granted

Muffler. No. 832,124. Silas E. Farmer, Cincinnati, O.

Gas Engine Crank. No. 831,608. Wm. R. Everett, Chicago, Ill.

Grain Heater and Drier. No. 831,570. Peter Provost, Menominee, Mich.

Double Cylinder for Gas Engines. No. 832,268. Wm. L. Morrow, Stockton, Cal.

Fuel for Internal Combustion Engines. No. 832,409. Wm. Oppenheimer, Ewell, Eng.

Starting Device for Explosive Engines. No. 832,566. Chas. E. Wisner, Detroit, Mich.

Magnetic Igniter for Explosive Engines. No. 832,189. Heinrich W. Hellman, Berlin, Germany.

Means for Governing Oil Engines. No. 832,422. David Roberts and Chas. James, Grantham, Eng.

Fuel Mixing and Regulating Device for Gas Engines. No. 832,089. Harry J. Smith, Buffalo, N. Y.

Carbureter for Explosive Engines. No. 831,547. John B. Dunlop and John B. Dunlop, Jr., Dublin, Ireland.

Gas Engine Valve. No. 831,598. John L. Bromley, Oil City, Pa., assignor to Oil City Gas Engine Starter Co., Oil City.

Cipher Code. No. 832,156. Ernest E. Peterson, Chicago, Ill., assignor to National Cipher Code Co., of New Jersey.

Weighing Scale. No. 832,465. Henry Fairbanks, St. Johnsbury, Vt., assignor to E. & T. Fairbanks & Co., St. Johnsbury.

Carbureter. No. 832,183. James F. Duryea and Wm. M. Remington, Springfield, Mass., Remington assignor to Duryea.

Carbureter for Hydrocarbon Engines. No. 831,832. Howard E. Coffin, Detroit, Mich., assignor to Olds Motor Works, Detroit.

Explosive Engine Governor. No. 831,576. Henry C. Teel, Lansing, Mich., assignor to Olds Gasoline Engine Works, Lansing, Mich.

Governor for Explosive Engines. No. 831,565. John F. McNutt, Lansing, Mich., assignor to Olds Gasoline Engine Works, Lansing, Mich.

Grain Car Door. No. 831,670. (see cut) Talbot Lennox, Chicago, Ill., assignor to McGuire-Cummings Mfg. Co., Chicago. The door post has a longitudinal groove in which lies a vertically disposed guide. Pivotaly mounted at its upper end is a support engaged by the door, which moves longitudinally of the guide.

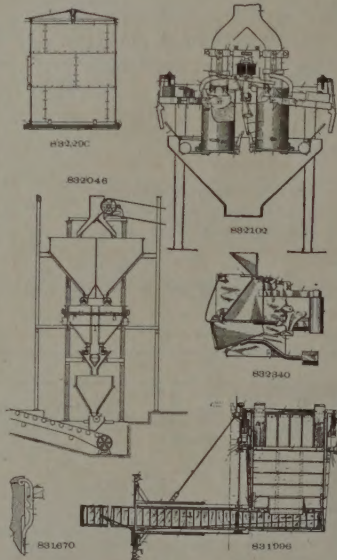
Dump and Elevator. No. 831,966. (see cut) Philip J. Manger, Minier, Ill. A derrick having a base frame is combined with wheels, brackets on which the wheels are journaled, hoisting apparatus including a drum, hinged rails on which run the wheels of the wagon, supports for the front wheels, ratchet and pawl for locking the dump in elevated position and a pawl releasing device.

Automatic Weigher. No. 832,340. (see cut) Jacob Renz, Columbus, O., assignor of $\frac{1}{2}$ to A. Kessler, Columbus. The bucket and scale beam move together but the bucket is released to swing independently and has beneath it a regulator to tilt it when loaded, the regulator car-

rying a fixed projection adapted to engage the latch to swing it out of engagement with the bucket to allow the latter to return to its normal position.

Storage Bin. No. 832,290. (see cut) Eugene Brown, Colfax, Wash., assignor of $\frac{1}{2}$ to Geo. A. Chapman, W. S. Yearsley and C. E. Scribner, Colfax. Sheet metal tiers are set loosely on top of one another, the entrance of moisture being prevented by lap joints at the edges. The lower tier stands on a base ring and floor, and the upper tier is roofed over. The metal plates have angle irons at their ends and are provided with reinforcing strips secured adjacent to and projecting beyond the edge, and having bolt receiving up-turned ends.

Automatic Weighing and Mixing Apparatus. No. 832,046. (see cut) Thomas A. Edison, Llewellyn Park, N. J. Combined with a bin supported on scale beams



are a feed device, an electric motor for operating the feed device, a rheostat for controlling the motor, means for holding the rheostat arm in working position, a brake for the motor armature, and means whereby the descent of the weighing beam releases the holding means and thereby cuts out the motor and applies the brake.

Automatic Weighing Machine. No. 832,102. (see cut) Geo. F. Turner, Brooklyn, and Chas. E. Vail, New York, N. Y. A pair of counterpoised main scale beams are adapted to be poised by the main supply and have pivoted to their poising sides a pair of auxiliary scale beams poised by the drip supply. The pair of supply spouts for the load receivers have their stream controlled by shifts into two positions. Each auxiliary scale beam governs means for shifting the stream controller of the other load receiver to a position controlling the delivery of the drip supply of the other load receiver.

Good prices for farm products and the absence of an oversupply of hired labor promote the continuance of the nation's homestead plan of family-sized farms, one of the important social successes that this republic has placed before the world.—Geo. K. Holmes, chief of division of foreign markets, U. S. Dept. of Agri.

Wrongful Rejection of Shipment

Rejecting cars when the market is down is a bad practice from which the shipper suffers too often without redress, but in one case a check was given the buyer's cupidity. Recently the Supreme Court of Arkansas decided in favor of the seller on every point in an instance where in two cars of corn were refused by the buyer on account of heating and damage.

Two cars of corn were sold by the Young & Fresch Grain Co., to the Arkansas & Texas Grain Co., shipper's liability to cease when the corn was delivered in good condition to the railroad company at St. Louis for transportation to Texarkana, Ark. On arrival at Texarkana buyers refused to accept the corn unless first allowed to inspect it. This permission was granted, and buyer, after inspection, rejected the corn.

Thereupon plaintiff sent an agent from St. Louis who took charge of the corn and resold it to defendant for a lower price, defendants having offered the best price that could be obtained in that market. But the corn had become heated and injured after shipment and by reason of the refusal of defendants to accept and the consequent delay, the corn had sustained further injury and the price received was below the contract price and plaintiffs brought action to recover the difference.

The court found that the corn was of the kind ordered by defendant, and that it was in good condition at the time it was delivered to the railway company in St. Louis; that, by the terms of the contract, the plaintiff was not responsible for the heating of the corn after delivery to the carrier, and therefore gave judgment against the defendant for \$180.

In affirming the judgment in favor of seller Judge Riddick of the Supreme Court said: The contention of appellants that the permission to inspect the corn included the right to reject cannot be sustained. Plaintiffs granted the right to inspect after the corn had already arrived at Texarkana because defendant refused to accept unless inspection was granted. This was done in an effort to induce defendants to accept the corn and did not amount to a waiver of the right of plaintiff to claim damages for wrongful rejection. *Riendeau v. Bullock*, 147 N. Y. 269-275, 41 N. E. 561.

Neither did the fact that the agent of appellee came down to Texarkana and resold the corn to defendant amount in itself to a waiver of that right. It was his duty to obtain the best price possible, and, as the best offer came from defendants, plaintiff did right in accepting the offer. The circumstances in proof justified the circuit court in finding that there was no waiver by plaintiff of the original contract, nor of its right to seek damages for breach of contract. *Benjamin on Sales (Bennett's Ed.)* 826. As the resale of the corn was made to the defendant company there was no necessity to give formal notice of the intention to resell. Under such circumstances the defendant could be in no way injured by the want of such notice. *Holland v. Rea*, 48 Mich. 218, *Clare v. Robinson (Ky.)* 38 S. W. 687—96 S. W. 142.

The Quaker Oats Co. has succeeded the American Cereal Co.

Joseph had succeeded in cornering all the wheat. "We will call it," he said, "merely a little game of Pharaoh." Which was considered fairly clever, even in the days of old Rameses.

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Insurance in force.....\$8,987,642.00
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Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 pounds each.

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